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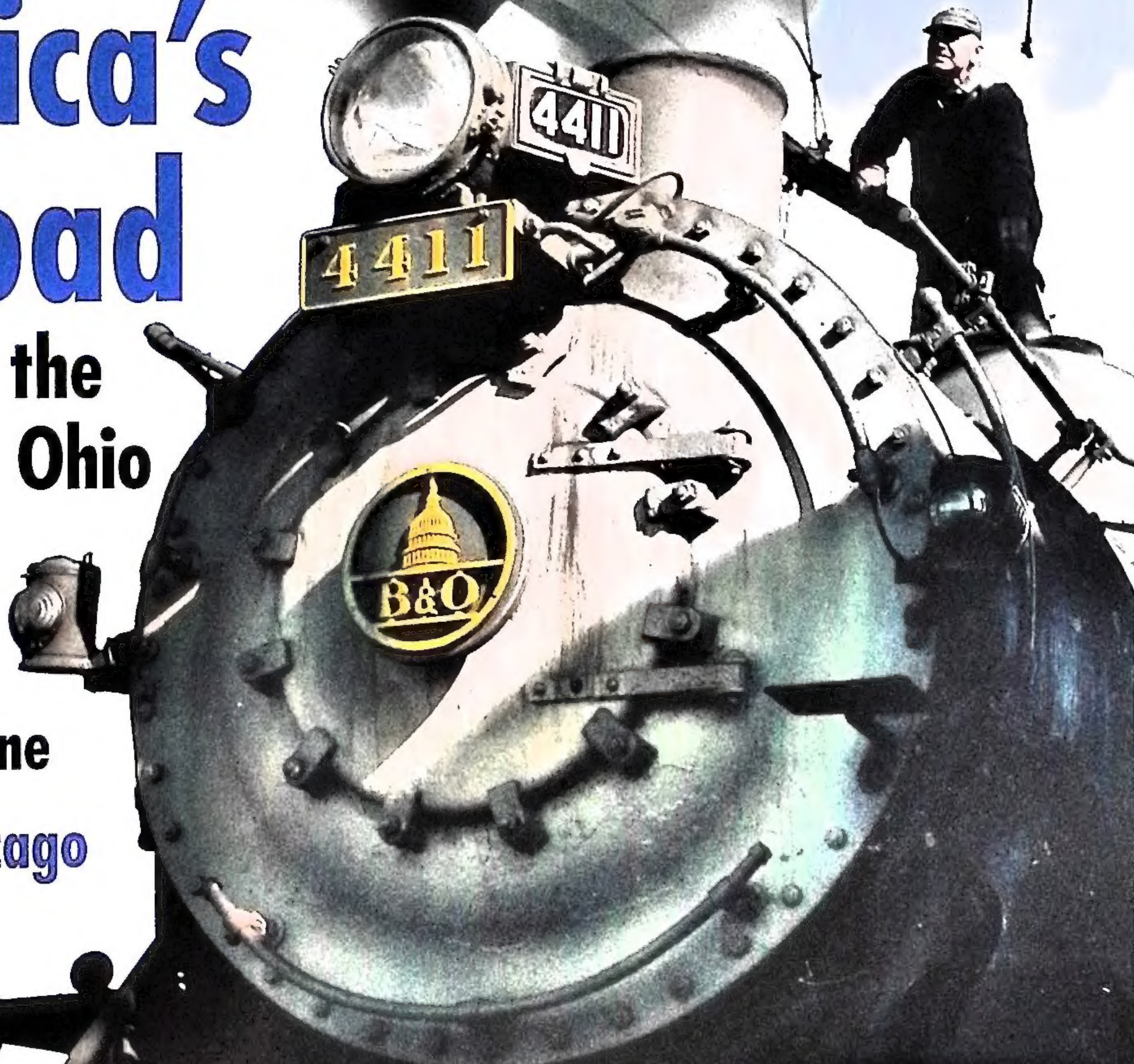
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Editor's Page

Lovable underdog

WHEN THE BALTIMORE & OHIO was established 175 years ago, it literally was America's railroad—there were no others here. By the "classic era," the middle decades of the 20th century that are the focus of this issue's 53-page special section on the B&O, the title fit the railroad in a variety of ways.

As the timeline in John P. Hankey's article beginning on page 20 shows, the B&O was the first to adopt many aspects of railroading that would later become commonplace. Bob Withers [page 30] tells us how B&O carried the first U.S. President to travel by train, and many others. America and its railroads grew up and prospered in the age of steam, and B&O's Chicago subsidiary was the last regular user of steam locomotives in the nation's railroad capital [page 36].

Our railroads were shaped by geography, especially mountains, which B&O's West End had in spades [page 40]. Like all roads, B&O employed its share of colorful characters, such as the one recalled by a former flagman [page 48]. Before the postwar Sunbelt boom, the Northeast to a great extent was America; Photo Section [page 52] pictures the B&O in places from the East Coast to Illinois. And B&O was a lovable underdog, trying hard on its Royal Blue Line [page 62] in the face of overwhelming odds.

Indeed, America's first railroad battled adversity all its life and, in a sense, it's doing so again. If the soul of the Baltimore & Ohio resides anywhere, it's in the beautiful roundhouse in Baltimore that since 1953 has been a shrine to the company and all of railroading. The collapse of the roof there in February damaged the building, destroyed some of the priceless collection, and scuttled the B&O Railroad Museum's pageant planned for June. Hard work will be required to put things right, but it's a challenge worth meeting, and one the B&O itself would take in stride.

Robert S. McGonigal

HELP THE B&O RAILROAD MUSEUM

The museum needs help to repair its roundhouse and collection. Send checks to Roundhouse Restoration Fund, c/o Mercantile Bank & Trust Co., 409 Washington Avenue, Suite 100, Towson, MD 21204. To learn more, go to www.borail.org or call (410) 752-2462.

Special
Issue

ClassicTrains

THE GOLDEN YEARS OF RAILROADING

SUMMER 2003 • VOLUME 3 NUMBER 2

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The Baltimore & Ohio was both template
and mirror for a nation on the move

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With early routes out of Washington, the B&O
linked our Chief Executives with the nation

- 36** Invisible Stagehands • *By J. David Ingles*
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Steam battles gravity on B&O's original line out of Cumberland, Md.

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On my first trip flagging for the B&O, I beat my own conductor home

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ON THE COVER: A hostler fills the sand dome of Baltimore & Ohio Q-4 Mikado No. 4411 (Baldwin, 1920) at Brooklyn Junction, New Martinsville, W.Va., in October 1955. Herbert L. Heiss photo.

RIGHT: B&O E6 No. 52 leads train 2, the 12-car *National Limited*, toward Jersey City on the Jersey Central's four-track main line at Fanwood, N.J., on August 18, 1951. Edward Theisinger photo.







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Contributors

John C. Denney Jr. ["Farewell, Royal Blue Line," pages 62-72] is a life-long resident of Columbia, Pa. He is a 60-year member of the National Railway Historical Society and a charter member of the Friends of the Railroad Museum of Pennsylvania, to whose magazine, *The Milepost*, he contributes frequently. John is a railroader collector with a special interest in dining-car memorabilia; his article on the prize piece of his collection appeared in the Spring 1997 issue of *Vintage Rails*. During his railfan career, he's photographed many shortline, narrow-gauge, and interurban railroads. This is his first CLASSIC TRAINS byline.



Ed DeRouin ["Call It in the Air," pages 73-75] is a native Chicagoan retired from a career with Commonwealth Edison. His book, *Chicago Union Station: A Look at its History and Operations Before Amtrak*, is to be published by his firm, Pixels Publishing, in Spring 2003.



Ed is also author of *Trackside Around Chicago with George Speir* (Morning Sun Books, 1999) and *The Chicago & Eastern Illinois in Color* (Morning Sun, 2001). This is his first CLASSIC TRAINS byline. He lives in Elmhurst, Ill.

Bruce D. Fales ["Thunder on the West End," pages 40-47] worked for the B&O from 1938 to 1952, spending the last two years on leave from his locomotive fireman's job to take photographs for the company magazine. After his B&O employment, the Silver Spring, Md., native was a route manager for the *Washington Evening Star*. Fales died in 1993; his photos present-

ed in this issue are from the collection of Jay Williams.

H. Roger Grant ["CGW: A Poor Road that Lived by Its Wits," pages 14-19], a professor of history at Clemson University in South Carolina, is the author of 16 books on railroad and transportation history, the most recent of which is *Getting Around: Exploring Transportation History* (Krieger Publishing, 2003). He is currently writing a history of the Wabash Railroad Co., which is tentatively scheduled for publication in 2004. Grant's study of the Chicago Great Western, *The Corn Belt Route* (Northern Illinois University Press), appeared in 1984. This is his third CLASSIC TRAINS byline.

John P. Hankey ["America's Railroad," pages 20-29] comes from a long line of B&O employees, and did stints as a B&O brakeman, fireman, engineer, company historian, and curator of the B&O Railroad Museum. He is a Baltimore native who now divides his time between Annapolis and Chicago, where he does cultural resource planning and management. Hankey is a frequent contributor to railroad publications.

J. David Ingles ["Invisible Stagehands," pages 36-39] is CLASSIC TRAINS' Senior Editor. Although a Chicago native, he was a high-schooler in Dearborn, Mich., begging rides into Detroit to see Grand Trunk Western steam when B&OCT's 0-8-0's were performing their closing act at Grand Central Station in 1958. In consulting with Chicago photographer friends for the 0-8-0 story, he became acutely aware how, in the steam-to-diesel era, a difference in age of just a year or two made all the difference in the world as to what steam a railfan was able to experience.

Charles L. Johnson Sr. ["Bad Trip from Brunswick," pages 48-51] is from a B&O family. His great-grandfather was killed on the B&O in Baltimore in 1855. His grandfather died in 1913 as a result of an accident in the road's Cumberland yard. His uncle retired in 1965 at Cumberland after 30 years with the B&O. After his own stints on the B&O in 1945-46 and 1950-51, Charles had a

career in the U.S. Air Force. He's retired and living in Ocala, Fla., now. This is his first CLASSIC TRAINS byline.

Ken Kraemer ["One Day at . . . Charlottesville, Va.," pages 92-95] was inspired to railroad photography by reading TRAINS magazine at an early age. He still has his first copy, from September 1954. Among other jobs, Ken spent 23 years working as a clerk for the Delaware & Hudson. He currently does freelance photography and works part time at the State University of New York at Buffalo. Retirement is one year away. This is his first CLASSIC TRAINS byline.

Thomas Lell ["Rocky Mountain Railroad-er," pages 86-91] is a freelance writer living in Arvada, Colo. His interview with John Koons is part of an ongoing oral history project he is working on with the Colorado Railroad Museum.

Steve VanDunburgh ["A Boy Scout's 'Monumental Adventure,'" pages 76-85], of Carson City, Nev., is in his 43rd year with the U.S. Geological Survey, currently as a volunteer Scientist Emeritus. More than 100 of his photos, railroad and non-railroad, have been published, and he is especially proud of four photo-contest awards at Winterail, the annual California rail show. He thanks Stan Kistler and Jerry Franzen for darkroom help, and former Midwesterner Andy Spieker for research on several railroad route questions. This is his first CLASSIC TRAINS byline.

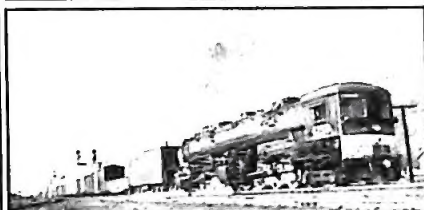
Bob Withers ["Route of the Presidents," pages 30-35] is a religion reporter for the Huntington, W.Va., *Herald-Dispatch*, a bivocational Baptist preacher, and a lifelong B&O fan. He is also an authority on presidential train travel, and author of the book, *The President Travels by Train* (TLC Publishing, 1996). This is Bob's third CLASSIC TRAINS byline. **1**



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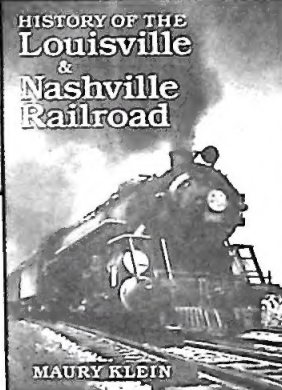
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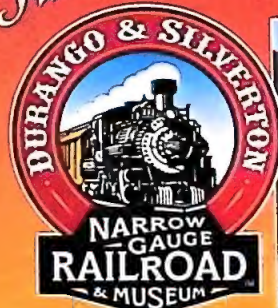
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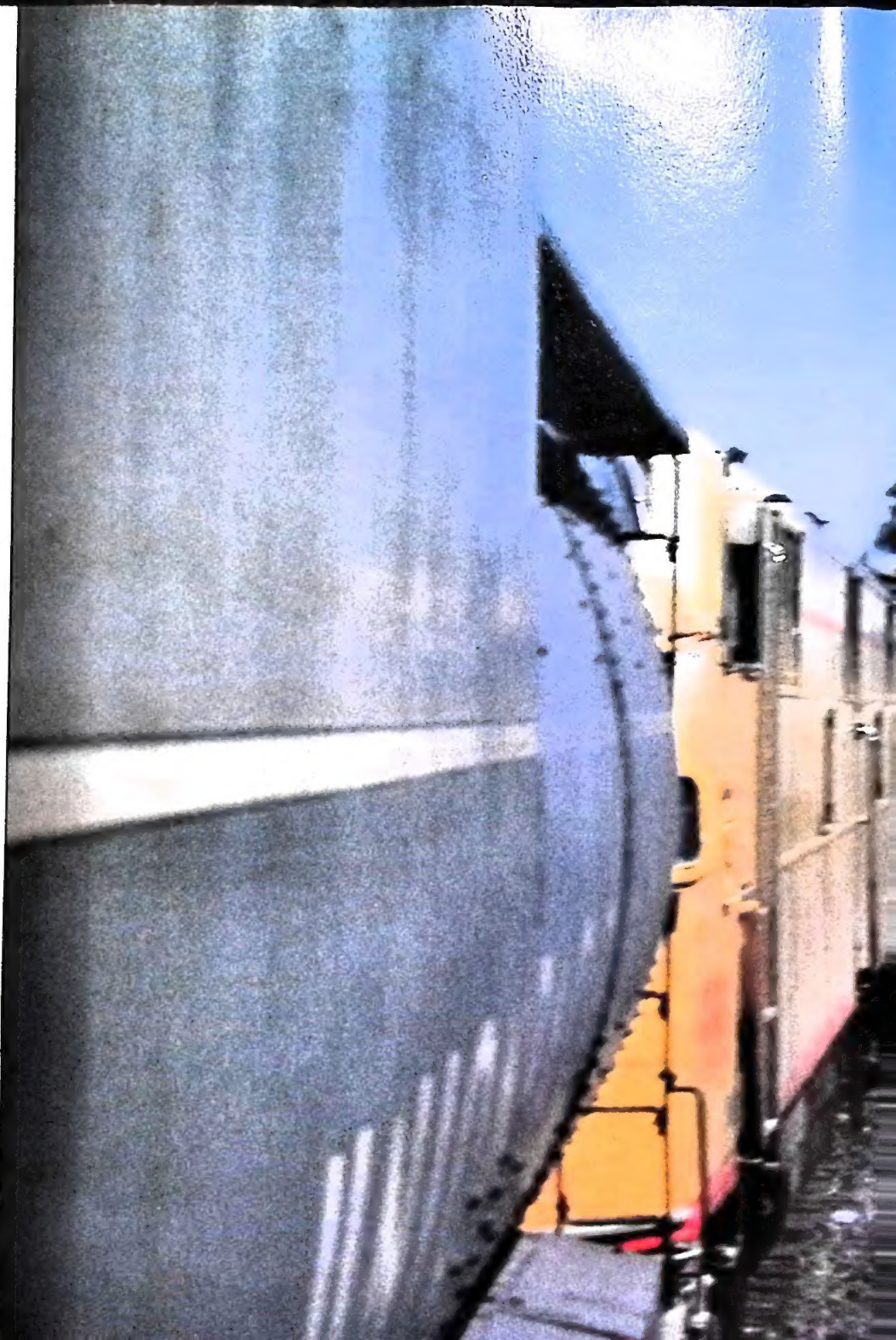
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True Color

Looking over No. 105

For the fireman of Union Pacific 4-8-2 7002, helping three E units lift the west-bound *City of Portland* over Sherman Hill in Wyoming, this would be the view to the rear as the train rounds a sweeping curve near Sherman. Nothing appears amiss with the left side of No. 105 on this fine July 20, 1952, morning, so after a brief glance to look over the train, the fireman would return his attention to his duties in the cab. Mountain type 7002 was once a celebrity, being one of two engines streamlined in 1937 for the Chicago-San Francisco *Forty-Niner*. The shrouding came off in '42 and, dressed in UP's two-tone grey passenger livery, 7002 spent her last years as a helper out of Cheyenne.





Those colorful diesels

Overall, I applaud CLASSIC TRAINS' editorial approach, subject balance, and the extent of firsthand experiences, plus your superior photos. Allow me to correct a minor item, however, in the Spring issue. On page 25 [in "Colorful Diesels of the 1960's," pages 22-31], reference is made to silver as a color in Canadian National's 1961 locomotive scheme. Not so. The color is in fact CN Gray No. 17, an off-white, selected to seem white in contrast to black and to hide road dirt. The same color was also used on passenger cars, described accurately in the same caption.

When CN was implementing its "Visual Redesign Program" in the early '60's, I was its Supervisor, Visual Redesign, and later, Manager, Corporate Identity and Graphics. Although I gravitated to Public Affairs and Advertising, I kept responsibility for CN's corporate image process until I retired in 1992.

Gray No. 17 was CN's identification. The company maintained its own paint standards, and manufacturers were required to match them. This allowed paint to be bought from regional suppliers near the point of application.

Lorne Perry
St. Laurent, Que., Canada

Right there on pages 22-23 is a primary reason I subscribe: CB&Q Chinese red diesels. When I was in junior high in the early '60's, Burlington went by the back of the school, and if a CB&Q train passed, my attention was on the Chinese Red GP20's and 30's. When I went to college (Illinois Wesleyan University in Bloomington, Ill.), it only took me a short time to find the GM&O yard, and even in winter I'd walk to the bridge above the yard and watch the SD40's, Alcos, and F units.

Lisa Renee Ragsdale
St. Louis Park, Minn.

I am a former Gulf, Mobile & Ohio employee and a founder of the GM&O Historical Society, and to my knowledge, GM&O's SD40's [page 30] were never known as "Redbirds," although this name did appear in a GM&OHS magazine story on them. The units were always called "Big Reds" by employees;

later, when the GP38's arrived, those were called "Little Reds."

Robert F. Schranum
Glenwood, Iowa

I was happy to see the Erie Lackawanna photo [page 29], but what is the odd signal pictured, the combination of a searchlight signal with a PRR-style position light signal?

W.H. Wallace
Stockton, N.J.

¶ *EL expert Bob Mohowski, after checking with Dan Biernacki, a former EL operator and now a rules examiner for NJ Transit, writes, "Signal 87/1 at Port Jervis was a telephone train order signal . . . for the track with the westbound freight train on it. Note the phonebox near the signal base; the block signal above the position-light signal was interlocked with it so if a train crew had to call in, a stop or restrictive indication would be indicated on top. As a 'train-order signal' it wasn't so much for running orders, as for yarding instructions." Other roads used signals of this style in similar situations.—R.S.M.*

Meet me in St. Louis

When I read Dave Ingles' "A Week-end of Discovery," I couldn't help but recall a line from a Neil Diamond song: "Except for the names and a few other changes, you could talk about me, and the story's the same one." If you take that story, cross out "Dave Ingles" and "Dick Wallin," and substitute "Gary Roe" and "Gene Semon," then fast-forward about 12 years, you'd have it.

Gene grew up in St. Louis and had worked for Missouri Pacific, and I grew up in Moberly, Mo., and was soon to be working for Norfolk & Western, when we met. We spent many a week-end in and around St. Louis starting in 1974 and ending around 1979.

Gary Roe
Fort Worth, Texas

I especially liked the St. Louis article but let me set the record straight on a minor slip. I think Dave must've inhaled too many diesel fumes when he said Chicago & Eastern Illinois 201 [page 77] was the only BL1. That unit, ex-EMD demonstrator 499, wound up as C&EI

202; C&EI's BL2's were 200 and 201. They were originally C&EI 1600-1602 but shortly were renumbered to make room for new FP7's.

The late Ray Curl, in his Chapter 11 of Kevin EuDaly's *Missouri Pacific Diesel Power* [White River Productions, 1994], explained, "The primary difference between the BL1 and BL 2 was in the throttle control. The BL1 had an air throttle and the BL2 an electric throttle. Before the BL1 was shipped from EMD to the C&EI, it was modified to an electric throttle arrangement, thus bringing it up to the BL2 design. However, it was always identified as a BL1."

Lee Wentz
Hutsonville, Ill.

The "Old Un-Reliable?"

What was it with Louisville & Nashville mishaps in 1966? Almost 6 months to the day after the derailment in Dave Ingles' photo of the Old Reliable wreck clean-up at Dossett, Tenn., on July 9 ["True Color," pages 8-9], I was on the Pan-American from Cincinnati, bound for Louisville. The train slowed for a derailment near Worthville, Ky., and a bit farther along was the wreck train, pushing a wounded tank car into a siding. Just as in Dave's photo, there was a wrecker under steam, a black RS3 (135), an apparent 2-8-4 tender, and a heavy-weight head-end car.

Ted Shradley
Brewster, Mass.

The L&N wrecker (they used that term instead of "derrick," which was Southern's preference) was one of two Bucyrus-Erie 250-tonners purchased in the late '40's. One was stationed at Corbin, Ky., and the other at Louisville. Both were dieselized about 1969.

Ron Flanary
Big Stone Gap, Va.

Tipping our hat to traction

I'm from Philadelphia and especially loved the "Car Stop" photos [pages 92-93]. I graduated from high school in 1970 and rode both routes pictured. Show the Route 56 picture to the MODEL RAILROADER staff and see if they can read the water tank at the top of the trolley pole. It says "Bachmann Bros. Inc., Plas-

tics"—the people who give us Reading 2-8-0's, an assortment of HO items, and the Spectrum Series.

*Kurt E. Haffner
Rockville, Md.*

Keeping the Wheeling spirit alive

Spring 2003 was up to your usual high standards, but I was disappointed after reading John Corns' "Fallen Flags Remembered" [pages 14-19] on Wheeling & Lake Erie to see no mention of the Silver Throttle Engine & Museum (STEAM), the group dedicated to the restoration and operation of W&LE 0-6-0 3960 mentioned in his story [page 18]. The web site is steamrrmuseum.com; mail to P.O. Box 21175, Canton, OH 44701, or phone (330) 868-8814.

*Jim Borcz
Columbus, Ohio*

Not among the Champaign crowd

Photographer Bruce Meyer ["The Beauty is in the Details," pages 44-53] is a good friend, but author John Gruber puts me in distinguished company undeservingly. I attended Loyola University in Chicago and so missed out on those gatherings of University of Illinois railfans at Champaign tower. I spent my weekends in that era at Grand Trunk Western's Valparaiso, Ind., tower where GTW, Nickel Plate, and Pennsy crossed.

*Jim Neubauer
Chicago, Ill.*

Those dandy double-deckers

I'd like to thank Mike Boland for his superb "Long Island's Lovable Double-Deckers" [pages 64-69]. My father was an LIRR employee, and I remember him taking me to Jamaica, Flatbush Avenue, Valley Stream, and Long Beach, to name a few spots. I loved riding the MP54's and the double-deckers. My father knew many engineers, and on occasion I would be allowed into that "sacred area" at the front of the train.

*Bob Hasselbach
Kresgeville, Pa.*

CP's Quebec Division: a multinational lesson

Dan Sabin's article on his 1978 Canadian Pacific management job in Vermont and Quebec ["Railroading in a Foreign Tongue," pages 54-61] was as

interesting for its diplomatic anecdotes as for recounting railroad operations. He showed how the cultural strife that Quebec and Canada experienced was played out person-by-person. I traveled to eastern Canada on business and vacation in that era and thought I was more aware of the situation than most Americans, but my naivete was sorely apparent when I expressed such thoughts as "What's the big deal?" and "Can't we all just get along?"

Dan saw firsthand what the big deal was and took the initiative to get along.

*Carl Blesch
Basking Ridge, N.J.*

I moved to Sherbrooke, Que., from New York as a child and can relate to Mr. Sabin's struggles with the French language. During summers from about 1968 to 1979, my brother and I spent many pleasurable hours at the CP station and in a park adjacent to the yard's west end. When I bought my first car in 1979, we set out to explore the entire Quebec Division. Thanks for writing about my part of the world in such a friendly and engaging way.

*Ulrich Seufert
Guelph, Ont., Canada*

As a professor of economics at Northwest Missouri State University, I teach international business, and I found the article a great "case study" in why American undergraduate business majors should study foreign languages.

*Mark Jelavich
Maryville, Mo.*

Hitting home in Churchland

I was pleased and surprised to see Mal Ferrell's "Change Comes to Churchland" [pages 78-81], about this community and the Atlantic & Danville Railroad. I went to school in Churchland for the first four grades in 1943-47, and my school bus crossed the A&D every day at Highway 17. In later years a friend and I explored every inch of the A&D between Boone, Churchland, and West Norfolk, and we hung out with the operator at the interlocking tower in Boone where A&D connected with the ACL line from Portsmouth, Va., to Rocky Mount, N.C. I recall those South-

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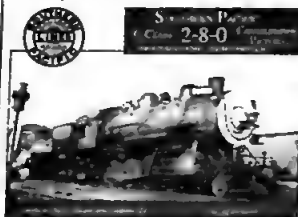
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Kudos, and corrections, on DREAM TRAINS

DREAM TRAINS, your Special Edition No. 1, was impressive in content and presentation. As a rail passenger consultancy for 30 years, we've earned our livelihood dealing with the assets and concepts described so wonderfully in it. The lessons for today's rail passenger service are profound and in many cases, sadly, unlearned. Compliments on your attention to details—it's little known even in the industry that the *North Coast Limited's* cars were the last in the U.S. to utilize the HSC electro-pneumatic brake ["Trying to Catch a Break with Breaking," page 32].

Michael R. Weinman, President
Passenger Transportation Specialists
Bryn Mawr, Pa.

I was pleased with the treatment accorded Illinois Terminal's streamliners ["White Elephants Under Wires," pages 94-99], on which I commuted from Edwardsville to St. Louis during 1953-57. The photo on page 98 at the Edwardsville depot shows a 1953 two-tone green Chevy; that is my (first, and still best) car!

It was also a thrill to read about Toledo's Central Union Terminal [pages 86-92]. The aerial photo is great. I was the historical research volunteer for the local group that managed its 1995 renovation.

Lloyd J. Hill Jr.
Perrysburg, Ohio

My favorite article was "Ending on a High Note" [pages 100-113]. When I was 14 in 1955, I rode with my parents on the CZ from Chicago to San Francisco; we had the drawing room on *Silver Planet*. On my honeymoon in 1967, my wife and I had a bedroom on *Silver Crescent*. The first night out from Oakland, we were guests of the Western Pacific for dinner. On IC's *Panama Limited* to New Orleans, we enjoyed the "King's

Dinner." Coming home from New Orleans we rode T&P's *Eagle* to Dallas, Santa Fe's *Chief* to L.A., and SP's *Lark* to San Francisco. Total fare for the two of us: \$459.

George F. Gross, M.D.
Portland, Ore.

Pullman, not Budd, built SP's Oakland-Portland *Cascade* [page 101].

Jonathan Julius
Oak Ridge, Tenn.

I would question the date of the *Texas Special* "Photo Section" shot [page 49] as being as late as the stated April 1956. Frisco sent its six E7's of 1947 to the shop in 1950 for modifying and repainting to resemble its 17 new E8's. Their most obvious feature was grilles along the top of their flanks, not yet applied in this photo.

Mike Condren
Memphis, Tenn.

¶ The slide mount was labeled April 1956, but provider Al Chione says the original image, which came from the late Don Ball, had been remounted, so the date could be incorrect.—J.D.I.

I was unaware of the world's fastest train until I read on page 57 in Kevin Holland's "Frugal Approach" that the B&O's *Cincinnatian* was "launched as a 1½-hour Baltimore-Cincinnati daylight coach speedster."

Jim Lane
Terre Haute, Ind.

¶ The correct timing was 12½ hours; we inadvertently dropped the "2" during the story's final preparation.—J.D.I.

The last Minneapolis & St. Louis passenger train, a Minneapolis-Watertown (S.Dak.) motor car, ran in July 1960, not 1959 [page 114].

Steve Glischinski
Shoreview, Minn.

Copies of DREAM TRAINS are still available; to order one, call (800) 533-6644. STEAM GLORY, our Special Edition No. 2, will be published in November 2003; see page 15 for details.

ern green Pacifics; my friend's grandfather was a Southern conductor when it was operating on the A&D.

*Raymond Sugg
Glendora, Calif.*

Mistress, or innocent schoolgirl?

Harry Bruce may have moved on too quickly from his first surmise in dismissing the possibility that the mysterious passenger of PRR train 719 ["Who was Miss Hazen?" pages 84-85] might have been the mistress of the Sea Girt camp commander or a senior officer assigned there. The timing of her daily appearance suggests that an affair of the heart may well have been involved.

Miss Hazen arrived at Sea Girt at 2:56 p.m., Monday through Friday, according to the timetable cited. In those days, Army duty days commenced at dawn and usually began winding down by 4 p.m. Miss Hazen, arriving an hour

earlier, would have had scant time to attend to any official responsibilities before officers and men would have been heading out. Bruce says military assignments most often took place on weekends. Wrong! Weekends were usually set aside for family activities, while duty-day evenings, in the experience of some of my brother officers, provided the opportunity for, let us say, "special staff meetings" or "additional duty."

*Art House
Lt. Col., U.S. Army (Ret.)
New Canaan, Conn.*

Sea Girt was a regular stop for many trains, but not at that time of day. Miss Hazen probably was a high school girl, and this was her regular ride home—a common railroad practice before most families owned a motor vehicle.

*Alden H. Dreyer
Shelburne, Mass.*

Far from being "little more than a platform serving Camp Sea Girt," the Sea Girt station was a sizeable structure of somewhat unusual architecture. Today, NJ Transit trains stop at Manasquan, about a mile to the south.

*Stewart P. Schneider
West Kingston, R.I.*

The Sea Girt station closed in 1976 and now is the Sea Girt Library. Camp Sea Girt is still there, used as a training facility for the New Jersey State Police and with a large military museum.

*Raymond G. Neveilk
Brielle, N.J. ■*

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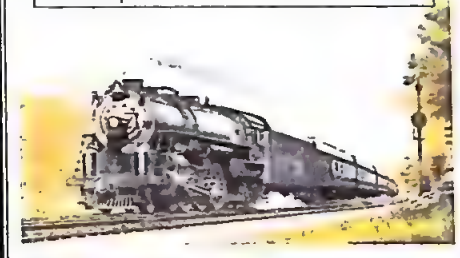


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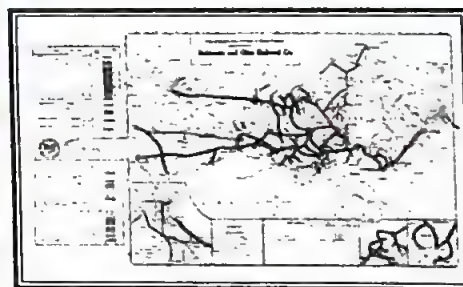
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CGW: "A poor road that lived by its wits"

By H. Roger Grant

The "Great Weedy" competed with innovations such as internal combustion and piggyback

IT IS GREAT to be able to blend one's avocation and vocation. Since childhood, I have loved trains, a feeling that shows no sign of ebbing. Once I became a professional historian, it is understandable that I pursued this fascination. My first book-length study of a railroad, *The Corn Belt Route: A History of the Chicago Great Western Railroad Company* (1984), covered the carrier that intrigued me the most.

Why this interest in the "Great Weedy?" Although I grew up in Albia, Iowa, a county seat served by the Chicago, Burlington & Quincy; Minneapolis & St. Louis; and Wabash, I made frequent family visits to Carroll, Iowa, on the Great Western's "West End," the 160-mile segment between Clarion and Council Bluffs, Iowa. Although Chicago & North Western's "Overland Route" main line passed through Carroll, my love affair inexplicitly was with the CGW. The company's long freights, pulled by incredibly long consists of F3 diesels with their attractive maroon-and-red paint scheme, caught my fancy.

I vividly recall dashing from my aunt's office in the old Carroll County Courthouse to the Great Western tracks a few blocks away when the distinctive blasts of a locomotive's air horn an-

nounced the train's approach to downtown. I met many CGW employees over the years, and I considered them to be friendlier than those who worked for the North Western, reminding me of the understanding railroaders I knew at home. There was also something almost magical about the name, Chicago Great Western—it sounded so mighty.

There were other reasons for studying the CGW. I sensed that this carrier was a bit of an underdog, battling giants Illinois Central, North Western, Milwaukee, and Rock Island. I also learned that the company was largely the creation of A. B. Stickney (1840-1916), a maverick among his peers for suggesting that the federal government regulate railroad rates in a meaningful way.

Admittedly, all railroads have interesting pasts, but I discovered that the CGW's was most fascinating. Stickney, who early in his adult life entered the railroad business, set to link St. Paul with Chicago. He took the legal assets of the moribund Minnesota & Northwestern Railroad, and in 1884 pushed a line under that banner south to near the Iowa state line, forging a connection with the Illinois Central. Unable to reach a deal with the IC, Stickney and his backers, who included some wealthy Englishmen, then used the Dubuque & Northwestern Railway to reach the Mississippi River at Dubuque. Another cap-

tive corporation, the Minnesota & Northwestern Railroad of Illinois, by 1888 completed a link from Forest Park, Ill., in west suburban Chicago, to Dubuque (using Illinois Central rights the last few miles). This line included the

half-mile-long Winston Tunnel, longest in Illinois. More important, it gave Stickney all the connections in America's railroad Mecca.

Stickney realized that to survive, though, his railroad needed to enter more gateways. By 1903, through a combination of corporate acquisitions, construction, and leases, his company, more appropriately renamed Chicago, St. Paul & Kansas City Railway and later Chicago Great Western Railway, reached Des Moines, Kansas City, and Omaha. Additional feeder lines, mostly in Minnesota, produced a nearly 1500-mile property.

Even though Stickney had imaginatively assembled a Midwestern trunk line, he ultimately lost his railroad. The brief but severe Bankers' Panic of 1907 threw CGW into receivership, a fate the company had avoided during the much more severe Panic of 1893. The nation's financial wizard, J. P. Morgan, took control, and in 1909 a reorganized Chicago Great Western Railroad made its debut. Morgan wisely placed Samuel Morse Felton in charge, because the new president excelled as a railroad manager. His greatest triumph before joining the



A typical CGW consist—five F units—leads a long freight from Des Moines toward the hub of Oelwein, Iowa, on June 13, 1955. Note the piggyback flats up front—CGW's TOFC began in 1935.



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Great Western had been to turn the Chicago & Alton into a profitable property.

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of on-line residents. In 1910, for example,

CGW purchased 10 Baldwin 2-6-6-2

Mallets ("Snakes," as employees called

them), and the road's own shop forces at

Oelwein, Iowa (northeast of Waterloo),

rebuilt three F-3 class 2-6-2's (CGW had

95 total Prairie types) into three more

2-6-6-2's. Unfortunately, these giants did

not work out, and in 1916 the Baldwins

were sold to the Clinchfield and the

homebuilds rebuilt into 4-6-2's. In the

Mallets' place appeared reliable yet power-

ful 2-8-2's, of which CGW boasted 35.

The railroad became a leader in the

use of gasoline and later diesel motive

power. Before World War I CGW assem-

bled a small fleet of McKeen motor cars,

knife-nosed "wind-splitters" that re-

placed steam-powered branchline and

local trains. Its 1924 gas-electric car

M-300 was the first unit of any type

built by the Electro-Motive Co., and it

helped replace steam on trains 3 and 4

on the 509-mile Chicago-Omaha run. In

1929 CGW remodeled three McKeens to

make up a deluxe gas-electric train, the

Minneapolis-Rochester (Minn.) *Blue*

In 1910, CGW employees at the East Stockton (Ill.) shop posed on big H-1 Baldwin Mallet 608.

Bird. CGW was mostly satisfied with its pioneering internal-combustion equipment.

CGW did its best

to serve the public.

Though battered by fed-

eral control during World

War I and by the deepening agri-

cultural depression of the 1920's, the

company remained solvent. Unfortu-

nately, the speculative mania of that

decade led to a Chicago-based invest-

ment clique, the Bremo Corporation,

seizing control. The Felton forces were

then out, and railroad-car manufacturer

Patrick "Pat" Joyce and his associates

were in. Even though these antics, cou-

pled to the devastating Great Depres-

sion, led in 1935 to CGW's second bank-

ruptcy, its well-established innovative

spirit did not die. Notable betterments

were the purchase of three dozen Texas-

type locomotives, magnificent T-class

2-10-4's that easily wheeled big freights

over the road's sawtooth profile.

More significant, however, was the

introduction in 1936 of regularly sched-

uled trailer-on-flatcar service, making

the Great Western a pioneering steam

road in what we now call intermodal

service. Commented an official who

made the first trip with a piggyback

train between the St. Paul and Chicago

terminals, "When you're a poor road,

you have to live by your wits." Of

course, the CGW remained surrounded

by tough competitors, and it would

never possess a stellar physical plant. Its





The time is late 1949, but CGW 1003, a pre-World War I McKeen motor car, is still at work, ambling through a cut near Hampton, Iowa.

spunky spirit endeared the Great Western to the public, though.

As did other railroads, CGW rebounded from the Great Depression. In 1941 the company got a new lease on life, and the end of bankruptcy resulted in creation of the Chicago Great Western Railway Co. The future looked bright, especially with wartime traffic. Even after V-J Day, the Great Western felt optimistic. Unlike some carriers of roughly the same size, CGW was not burdened with money-losing commuter service, too many low-density branch lines, or hostile local taxing bodies.

Just as the Brema Corporation earlier seized power, the "Kansas City Group," investors from that city loosely associated with the Kansas City Southern Railway, took charge in 1948. The administrative shakeup soon led to William N. Deramus III becoming president. He was young and inexperienced, yet willing to think creatively. The Deramus era resulted in a generally better property, including major improvements in the sprawling facilities at Oelwein, center of the road's operating and maintenance activities. Surely the hallmark of "the Great Western" (the name Deramus preferred) was the unusually long freight trains powered by eight or more F units. Although designed to maximize tonnage, this operating procedure led to slower service, in part because the road trains were also expected to perform local work.

CGW's passenger service was locally oriented, and the road had few deluxe

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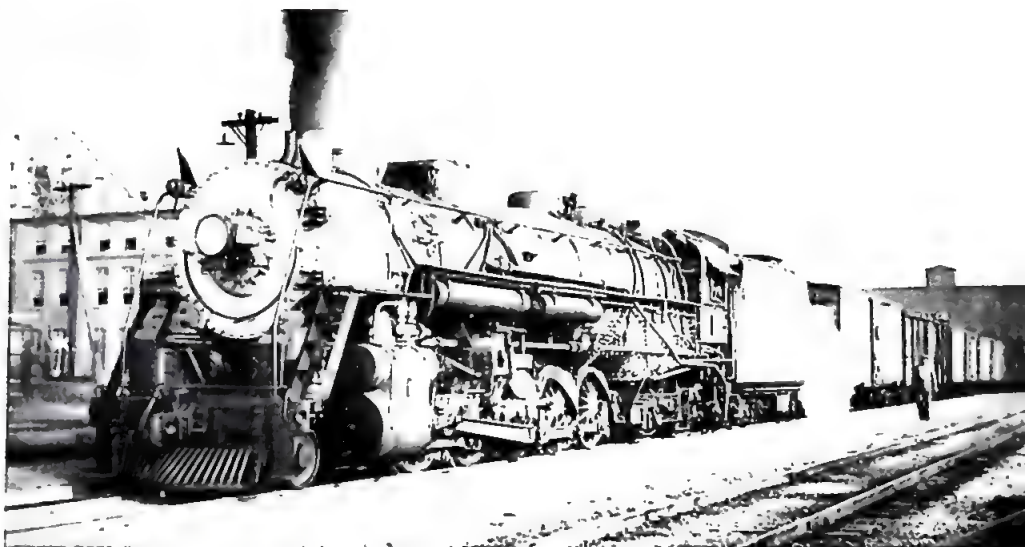
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Fallen Flags Remembered



CGW's best-known steam engines were 2-10-4's —21 Baldwins and 15 Limas from 1930-31—that virtually duplicated namesake Texas & Pacific's. Lima 853 rolls into Dubuque, Iowa, in 1945.

trains, but among its stars in the 1920's were the Minneapolis-Kansas City *Tri-State Limited* and *Mill Cities Limited*; the Chicago-Rochester *Bob-O-Link*; and the four-car, Pacific-powered Minneapolis-Rochester *Red Bird* of 1923. By CGW's last decade, only two trains remained—overnight, Post Office-driven, head-end-and-one-coach schedules linking Minneapolis with Omaha and K.C. The last one expired in 1965.

Wearing the second version of CGW's "Lucky Strike" emblem (the road's fifth logo), 28-year-old maroon EMC SC No. 6 totes two cars down the 7-mile Cedar Falls spur to Waterloo in 1964.

Being a small road in an era when competitors were expanding through merger led to the corporate demise of the CGW. Saying that shareholders "must be protected," the board sought a partner. Although the expectation was union with KCS or perhaps the Soo Line, the aggressive Chicago & North Western, headed by resourceful Ben W. Heineman, made an acceptable proposal, and in 1968 Chicago Great Western became another "fallen flag." C&NW operated some CGW switchers and remaining F units for a short time, and assimilated Great Western's only second-generation diesels—eight GP30's and nine SD40's [pages 73-75], all painted in the final solid "Deramus red" seen also on KCS and Katy—into the yellow fleet.

There is considerable truth to the assertion made in the late 1960's that



Heineman's North Western wanted "to junk its competition." Although for a short time much of the former Great Western maintained its identity as the Missouri Division, that operating organization ended and its lines started to disappear. By the 1980's much of the trackage had been retired, and at the start of the 21st century only about 145 miles remained. Survivors include portions of the main lines in Iowa (Mason City to the Fort Dodge area; Oelwein-Waterloo; and a leg into Council Bluffs); the Cannon Falls (Minn.) branch; and terminal trackage around South St. Paul, Minn., and just west of Chicago.

In 2000, I returned to Carroll, a community I had not visited since the early 1970's. I knew the former Great Western's West End had been abandoned, a process that had taken place in bits and pieces, the customary North Western approach to "line rationalization." Yet I was shocked. The huge, long fills and bridges over U.S. 30 on the east side of town and UP's ex-C&NW main line on the west side had been obliterated, and the right of way immediately west of downtown sported a host of new businesses, including a Wal-Mart superstore. One would need a good set of maps to trace the "Great Weedy" today, including its historic path through the Carroll County seat. A. B. Stickney once said that "his" railway was "like a babbling brook, it runs forever." Of course, no one, including Stickney, possesses the power of clairvoyance. ■

CGW fact file

(comparative figures are for 1929 and 1967)

Route-miles: 1495; 1411

Locomotives: 237; 139

Freight cars: 8009; 3540

Passenger cars: 185; 0

Headquarters city: Chicago, Ill., then Kansas City, Mo.

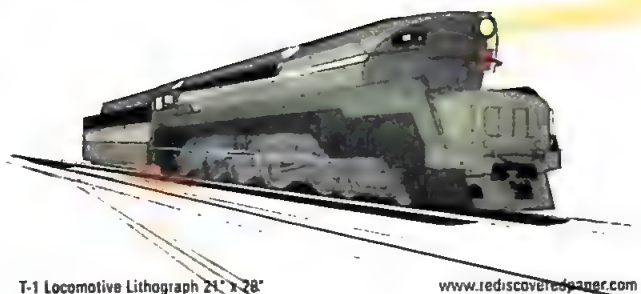
Special interest group: Chicago & North Western Historical Society, P.O. Box 1270, Sheboygan, WI 53082-1230; www.cnwhs.org

Recommended reading: *The Corn Belt Route*, by H. Roger Grant (Northern Illinois University Press, 1984)

Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).

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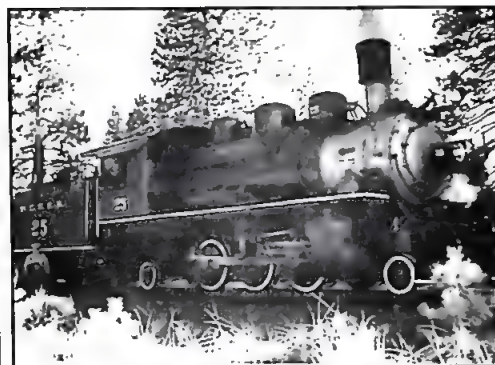


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America's railroad

The Baltimore & Ohio was both template and mirror for a nation on the move

By John P. Hankey

THERE ARE MANY WAYS to describe the Baltimore & Ohio Railroad. It could be simultaneously quirky, dowdy, and charming in the ways that old companies tend to be. Where it mattered, the B&O was as hard-nosed and bare-knuckled as any large corporation. Most of all, it conveyed a sense of connectedness. Throughout the rise and fall of its fortunes, the B&O served as a thread stretching without interruption back to the very beginning of the U.S. railroad industry.

At some level, it's hard not to like the B&O. But what made this particular company so endearing? The 175th anniversary of the start of its construction is a fitting occasion to look back over its history and suggest why this company was important and why we should care about it.

Most obviously, the B&O provided a template for what the American railroad would look like and how it would operate. Partly that had to do with being a pioneer, a role for which the company paid dearly, time and time again. But that also was a role the B&O embraced. Sometimes leading the way, sometimes wandering off in interesting directions, the company remained near

the leading edge of whatever was happening in railroading from its founding in 1827 until its 1987 merger into CSX Transportation.

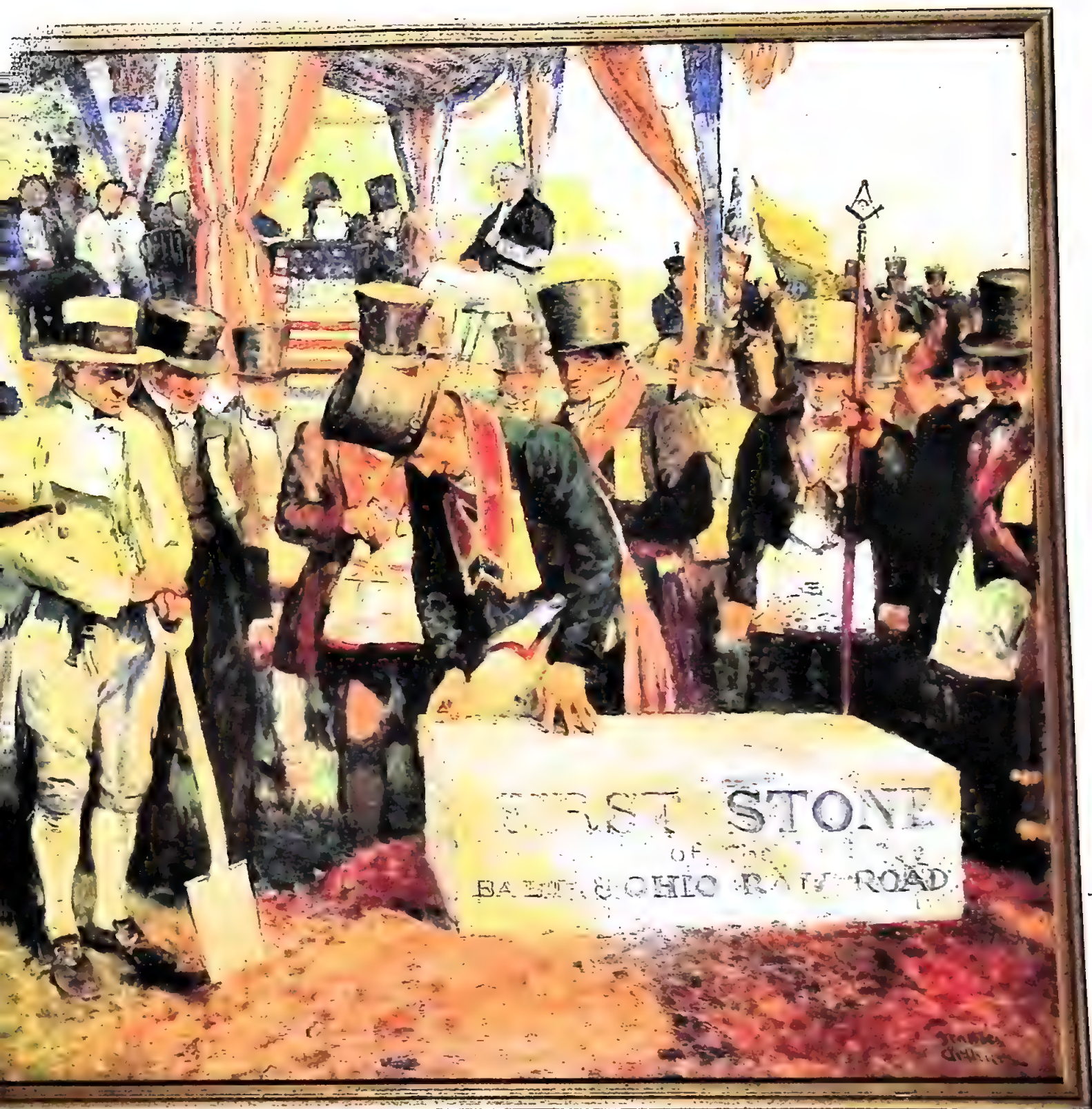
Wittingly or unwittingly, the B&O was a stage upon which entirely too much history played out. Great issues such as politics, religion, war, labor strife, class conflict, industrialization, and deindustrialization complicated what should have been a straightforward job of running a well-located and prosperous trunk-line railroad. The B&O wound up in the headlines so early, so often, and for so long that it practically invented the craft of corporate public relations—and did so before the Civil War.

Finally, the company mirrored American aspirations and our notions of freedom and mobility. When Baltimore's elite created the B&O to connect their port city with the rapidly expanding "west," Americans were still tinkering with what this new nation should stand for, and how citizens

FIRST STONE Stanley M. Arthurs' painting of the start of B&O construction, done decades after the July 4, 1828, event, linked the project to the nation's destiny. Declaration of Independence signer Charles Carroll stands with a shovel.



B&O
the pioneer:
a timeline



ABOVE, B&O RAILROAD MUSEUM COLLECTION; BELOW, CLASSIC TRAINS COLLECTION

1826

One year after the Erie Canal opens, Baltimore merchants discuss the practicality of a railroad to the west

1827

B&O charter granted by the State of Maryland, February 28

1828

Official start of construction and huge celebratory parade, July 4

1829

Carrollton Viaduct completed, first American railroad bridge, December 21



NEW WAY WEST Thanks to the B&O and all the railroads that followed its example, westward-moving Americans were freed from their dependence on rivers, canals, and crude roads. This view looks east at historic Harpers Ferry, W.Va.

might seize its seemingly unlimited opportunities. It was not mere happenstance that the sole surviving signer of the Declaration of Independence was an early B&O investor and proponent.

The first modern railroad

There is always risk in asserting that a particular railroad was first, biggest, best, or somehow unique. For a few decades in the early 20th century, the B&O, Pennsylvania, New York Central, New Haven, Delaware & Hudson, and Southern all sparred over the question of priority. Each company claimed to be the country's "oldest," even if that required dubious logic and tenuous genealogy. The legacy of that catfight is a collection of very nice "replicas" of early trains (to bolster the assertions of antiquity) and several generations of badly misinformed schoolchildren.

In fact, the Baltimore & Ohio was the first enterprise to bring the pieces of the "modern" railroad together in a coherent, large-scale, visionary fashion. When the concept for a railroad stretching from Tidewater at Baltimore hundreds of miles to the Ohio River somewhere in western Virginia jelled in the mid-1820's, it was unlike any previous American project, and far grander than any railroad proposed in Great Britain. For decades, the B&O touted its list of "firsts": a series of accomplishments that suggested the inventiveness and pioneering spirit of a great railroad. As usual, the facts are both vastly more complex, and far more interesting, than the Company Line.

For starters, the B&O was one of the largest American engineering works undertaken before the Civil War. It was similar in scale to the Erie Canal, comparable in function to the National Road, and roughly equivalent in form to the two-mile Granite Railroad of 1826 in Massachusetts. But it was to be more than 300 miles long, involve com-



1830

First revenue rail service in the U.S., when B&O sells tickets for a one-mile, horse-powered trip from Mount Clare to Carrollton Viaduct, January 7

First scheduled passenger service, Baltimore-Ellicotts Mills, May 24

Peter Cooper makes first trial runs with his experimental locomotive, August



1832

B&O begins construction of locomotives at Mount Clare shops

1835

Washington Branch opens; first railroad to the nation's capital, August 25



ABOVE AND BELOW RIGHT, B&O; BELOW LEFT, JOHN P. HANKEY COLLECTION

1844

Completion of Samuel Morse's first telegraph line, along the B&O between Baltimore and Washington, May 24

1851

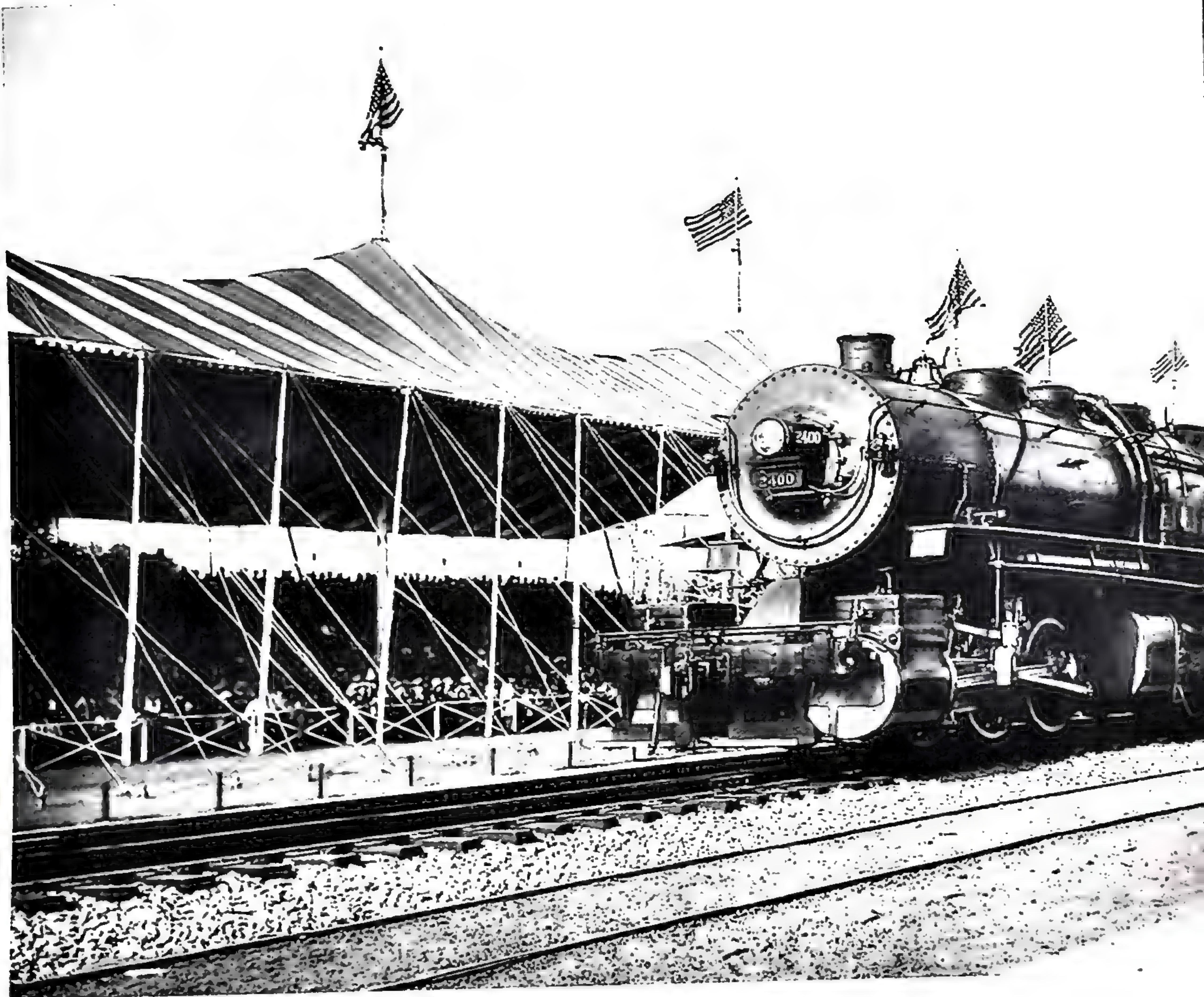
First Bollman Truss bridge erected, the first truly successful all-metal U.S. railroad bridge

Charles Grafton Page experiments with crude electric locomotive on Washington Branch



1852

B&O reaches the Ohio River at Wheeling, Va., December 24



plex civil engineering challenges (such as crossing the Allegheny Mountains at an elevation of 2600 feet and half-mile-long tunnels), and require a host of new technologies. No other early railroad was so bold in its concept, or so confident that it could solve problems of which it was not yet even aware.

In 1852, when the B&O reached the

Ohio River at Wheeling, Va. (as it was then, before West Virginia was created in 1863), the company had been at the task for 25 years. Rather than the estimated \$5 million, construction had cost \$15 million. The task was made harder by the Commonwealth of Pennsylvania, which, to protect its own interests, forbade the B&O to enter its

territory. Even the most visionary of the B&O's founders could not have imagined the struggle and sacrifice necessary to complete the railroad.

The Main Stem comprised 380 miles with 186 bridges, a dozen major repair shops, and most of the operating systems which characterize a modern railroad. The basic design parameters of

1858

The completed B&O comprises 519 route-miles, 250 locomotives, 3700 freight cars, and 5000 employees—one of the largest companies in the world

1861-1865

B&O moves troops and materiel, suffers major damage during Civil War, the first in which railroads are a factor

1865

B&O inaugurates Baltimore-Liverpool steamship service, becoming truly international and intermodal



1874

Main line to Chicago opened, November 10



ABOVE AND BELOW RIGHT, B&O; BELOW LEFT, JOHN P. HANKEY COLLECTION

American railroading—such as surveying methods, maximum grades, gauge, and the design of switches and turntables—were worked out on the B&O as it built west from Baltimore. At least before the Civil War, the B&O served as the “model” project for most of the country’s railroads, as well as a few in Europe. Even the U.S.’s first transcon-

tinental railroad was explicitly patterned after the B&O.

The template metaphor works somewhat differently in the late 19th and 20th centuries. The B&O was less the pattern than a consistent innovator. Perhaps resulting from its early experience inventing technology as it went along, the B&O acquired deeply in-

CELEBRATING GREAT ACHIEVEMENTS North America’s first Mallet, B&O No. 2400, passes the reviewing stands during the 1927 Fair of the Iron Horse, one of the many events the B&O staged over the years to tell its story to America.

grained habits of mind and traditions of practice. The company’s open-mindedness and fondness for experimentation waxed and waned, but it remained a discernable characteristic throughout B&O’s existence.

One example is the 1890’s contract with the new firm General Electric to install a complete system of direct-current generation, overhead third rail, and electric locomotives in the recently completed Howard Street Tunnel in Baltimore—the first mainline railroad electrification. Earlier, the railroad had hosted Samuel F.B. Morse’s magnetic telegraph (1844) and Charles Grafton Paige’s battery locomotive of 1851. Pioneering the first real mainline electrification was a typical example of the B&O’s embracing new technology to solve an old problem.

The company’s experience with electric power made its early adoption of diesel-electric locomotives that much more reasonable. From B&O’s first gasoline- and oil-electric locomotives in the 1920’s, it was an easy segue to Electro-Motive’s first box-cab road passenger diesel (No. 50 in 1935) and the better-known EA No. 51 of 1937 (the first E unit). A corollary to this tradition was that the B&O incessantly tinkered with its new equipment, sometimes to the chagrin of General Motors and other suppliers.

Experiments and innovations

Literally from Peter Cooper’s first locomotive in 1830 (which in fact was not called *Tom Thumb* and bore little resemblance to the “official” version), the company experimented continuously with steam power. It is possible to trace lines of development and practice from one generation of locomotive to the next, and to watch how the company’s thinking changed from one motive power man to the next. All of them liked to experiment.

1877

Train- and enginemen strike begins on B&O at Martinsburg, W.Va., July 16, spreads throughout the country with riots in other cities

1880

B&O Relief Association commences operation—the first railroad pension/insurance/savings program, May 1

1886

Completion of line to Philadelphia, with through service over Reading and Jersey Central to New York—the “Royal Blue Line”

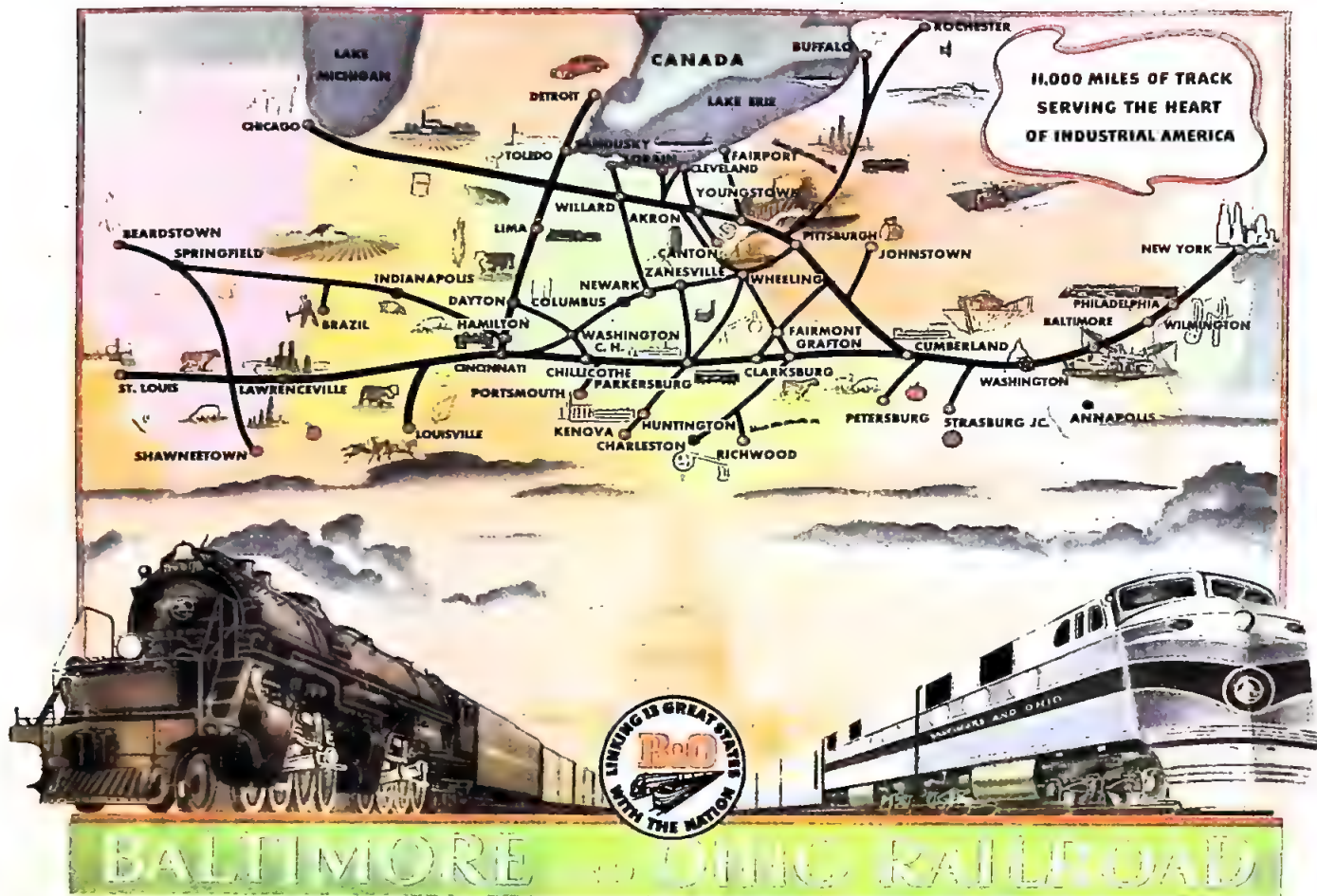
1893

B&O builds exhibit “The World’s Rail Way” at World’s Columbian Exposition, Chicago

1895

First trial runs on Howard Street tunnel electrification in Baltimore, first on a railroad main line, June 27





ABOVE, B&O; BELOW, BALDWIN LOCOMOTIVE WORKS

13 GREAT STATES Stretching from New York to Chicago and St. Louis, B&O truly did serve "the heart of industrial America." Artwork from the 1940's shows the road's domain, plus a 2-8-4 (B&O's last new steam) and EA/EB diesels.

During his long tenure as the B&O's motive power chief, George Emerson experimented with semi-watertube fireboxes, exotic valve gears, British locomotive styling, duplex drives, and steam-motor technology. None was particularly successful, and the company's shops continued to turn out workmanlike rebuilds and gradually customize standard designs into a seemingly infinite number of classes, subclasses, one-offs, and just plain odd-

balls. There was logic and sound reasoning behind all of these experiments and customs. It just happened to be a very different logic from that of the Pennsylvania—the self-styled Standard Railroad of the World.

John J. Tatum epitomizes the alternative world of the B&O. He had begun as an office boy and apprentice in the car department in the 1870's, and 50 years later had become head of freight-car design. In the depths of the Great Depression, the company faced multiple challenges, not least of which was an obsolete boxcar fleet. Tatum designed the unique "wagon top" car series to address several of those challenges simultaneously.

The only "store-bought" parts were wheels, couplers, and small hardware. The frames and trucks came from wrecked and salvaged older cars. The ribs and sheets that made up the distinctive carbody were rerolled from scrap steel found around the system. Recycling materials for the wagon-top car program at the company's rail mill put B&O men back to work. Likewise, assembling the cars (mainly boxcars and cabooses) at Cumberland, Md., and Keyser, W.Va., returned furloughed carmen to their jobs.

The wagon-tops were not simply innovative, lightweight new cars. They were a clever capacity-enhancement, make-work, money-saving, and recy-

1900

B&O tests the Adams Wind-Splitter, the first streamlined train, between Washington and Baltimore, May

1901-1906

B&O controlled by Pennsylvania Railroad as part of J.P. Morgan's "Community of Interest" program

1904

First U.S. Mallet: B&O 0-6-6-0 No. 2400

1918

B&O 2-8-2 No. 4500, first of 1856 U.S. Railroad Administration locomotives delivered to U.S. railroads during WWI federal control



cling program wrapped up in one. This was very modern corporate thinking in the 1930's.

History in every mile

Through accidents of geography, politics, and sheer luck (both good and bad), the B&O became a historic railroad. So historic, in fact, that the company published the first history of an American railroad, which became the pattern for thousands of railroad enthusiast books to follow. Issued in 1853, William Prescott Smith's *History and Description of the Baltimore and Ohio Railroad* still reads like a classic railfan work.

Events swept back and forth across the B&O with astonishing, and often dismaying, frequency. If there was a noteworthy, cultural upheaval natural event, or social phenomenon, sooner or later it showed up on our first railroad. For example, every major economic downturn since 1837 had profound effects on the company's prosperity. After the 1886 Johnstown (Pa.) Flood, Clara Barton rode a B&O relief train to the stricken city. During the Civil War at Harpers Ferry (then in Virginia), floods, battles, and accidents destroyed B&O bridges at least a dozen times.

In fact, the company was front-and-center throughout the Civil War and a major player in both World Wars. Each time it seemed the issues were magnified on the B&O. During the Civil War, the B&O suffered depredations by Confederate forces because it was presumed to be a northern road, and suffered almost equally from the conniving and corruption of Lincoln's government. The B&O lost millions of dollars in property and was the site of dozens of major military actions.

The entire story of American railroad work could be told through this one company's experience. Workers and the B&O figured out in the 1830's just what it meant to be a railroad employee, and how to operate trains by rules and timetables. Engineers and conductors struck in the 1850's and created the country's first railroad labor organizations. The Great Strike of 1877

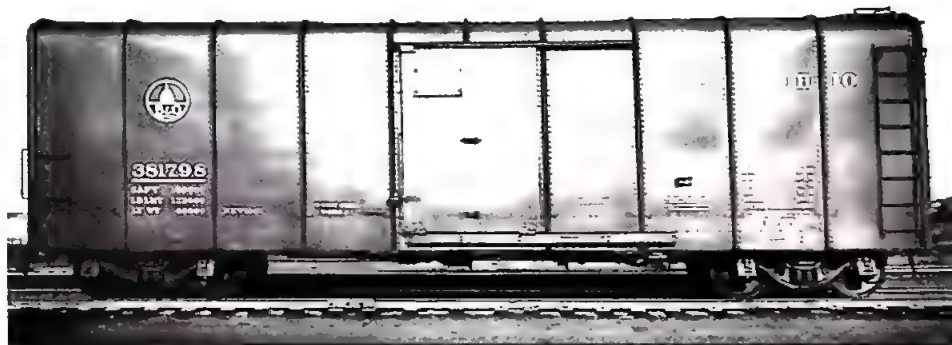
began on the B&O in Martinsburg, W.Va., and spread to the rest of the country. The Pullman Strike of 1894, the Shopcraft Strike of 1922, and the organization of Pullman employees by the Brotherhood of Sleeping Car Porters in the 1930's all played out along the B&O.

The consequences often were as far-reaching as they were unexpected. After the 1877 strike, the company created the B&O Relief Department, a combined pension/savings/insurance institution that looked very much like a modern credit union. That was the basis for similar departments on other railroads and a model for the Railroad Retirement Act of 1934. Railroad retirement plans based on the B&O's were the conceptual basis for Franklin D. Roosevelt's New Deal Social Security

program in St. Louis. In 1913, for the West Virginia Semi-Centennial held in Wheeling, the B&O dragged significant locomotives and cars from storage in Martinsburg and operated a few in a crude pageant. This likely was the first time a railroad had presented historic equipment in that fashion, and it set the pattern for the rest of the century.

The great railroad fairs followed. In 1927, the company celebrated the 100th anniversary of its founding with the Fair of the Iron Horse, a huge exhibition and historical pageant. The B&O played major roles in Chicago's 1933 Century of Progress exposition, the 1939-40 New York World's Fair, and the 1948-49 Chicago Railroad Fair.

The logical conclusion to all of this was the company's creation in 1953 of the B&O Transportation Museum at



ABOVE, B&O; BELOW, A. P. FORMANEK

ty program. It isn't a stretch to say that the B&O Strike of 1877, and the company's response, led to the formation of our social safety net.

Because of its acute awareness of history and long experience with myth-making and heroic storytelling, the B&O actively represented itself as a stage upon which the pageant of American history unfolded. Often that was the case literally. The railroad mounted a huge exhibition entitled "The World's Rail Way" at the 1893 Columbian Exposition in Chicago, then kept the exhibit open for 10 years as a part of the Field Columbian Museum. It was the country's first railroad museum.

In 1904, the company reprised the exhibit at the Louisiana Purchase Ex-

ALTERNATIVE WORLD B&O's "wagon-top" boxcar construction program ingeniously reused scrap steel, provided the road with modern cars, and kept shopmen busy during the Great Depression.

Mount Clare in Baltimore. Operated under company auspices until 1989, the B&O Railroad Museum remains one of the world's top railroad museums, though it now faces one of its greatest challenges: restoration of the damage caused by the collapse of the roundhouse roof under heavy snow on February 17, 2003.

The key here is intent. For very good reasons and for a very long time, the Baltimore & Ohio Railroad worked hard to present its history and mold public opinion. This effort went far be-

1927

B&O marks its 100th birthday with the Fair of the Iron Horse pageant at Halethorpe, Md.

Under George H. Emerson, Mount Clare creates the first of 13 steam locomotives with watertube fireboxes

1931

First completely air-conditioned trains in the U.S., the Washington-New York *Columbian*, May 24

1934

With the acquisition of Buffalo, Rochester & Pittsburgh and Chicago & Alton, B&O system reaches its maximum size: 7500 route-miles

1935

Electro-Motive box-cab No. 50, first high-speed, independent-unit diesel locomotive, enters service on B&O's *Royal Blue*, a pioneer streamliner in the East



yond simple corporate public relations. The B&O literally shaped the way Americans think about railroading and its place in daily life.

The consequence? No other industry (with the exception of automobiles) enjoys the popular following that railroading does. Part of that is the inherent lure of locomotives. But a great deal has to do with the how the B&O shaped our collective consciousness. Americans did not all turn out to be railfans, but the B&O taught an awful lot of folks to like trains.

Showing the way ahead

Like the country itself, the B&O changed dramatically throughout its existence. It mirrored, in real and subtle ways, the beliefs and struggles of people engaged in the most audacious political experiment ever attempted on the face of the earth.

At the very beginning on the B&O, immigrant Irish laborers fought German immigrant workers (and each other) to gain a toehold on the American Dream. Women entered the B&O workforce in the 1830's and never left, although their roles changed dramatically. African-Americans always were on the railroad. They endured slavery, emancipation, Jim Crow, and the Civil Rights movement while serving as laborers, skilled craftsmen, and finally, in professional and management roles. Above all, the story of the B&O is about men and women and the lives they hoped to create.

The company reinvented itself a half-dozen times as American business and society evolved. It began as an altruistic public work rooted in ancient notions of competition between cities. By the Civil War, it had begun the transformation into a ruthless private enterprise dedicated to the enrichment of the few families who controlled its stock.

At the turn of the 20th century the B&O was a pawn in the great games of oligopoly and trust-building played by J. P. Morgan, James J. Hill, and the Goulds. And as quickly, it was the beneficiary of Theodore Roosevelt's Big

ALL-AMERICAN TRAINS Magazine's naming of GP38 3802 as the "All-American Diesel" in 1982 was due in part to the unit's ownership by B&O, then a typical U.S. road. She posed at Lima, Ohio, in 1987, five months after B&O was merged away.

Stick, which gave the company independence from its benign overlord, the Pennsylvania.

In its "golden years"—1910 through the 1950's—the B&O was the very model of a regulated public utility. Desperation led the B&O to seek affiliation with the Chesapeake & Ohio in 1958, helping to kick off the modern railroad merger movement now in its end stages. The most enduring role for the B&O may in fact be its heritage—the ways in which this one company represents so much of our experience with railroading.

Tilt the mirror somewhat, and the B&O reflects a very different image. It isn't really about railroading, but about the very essence of America. When those brilliant men debated the form of the new United States in 1776, two ideas stood front and center: How can we harness human nature in beneficial ways? How can we possibly create one country from so many people, in so vast a land? A key answer to both questions was mobility. That is to say, economic, social, political, and physical mobility.

If the Old World was about limitations, the New World was about possibilities. Not for everyone, and not all the time—but the most obvious way to visualize those possibilities was to imagine a nation with economic freedom, common markets, the easy and rapid exchange of ideas, fair and efficient commerce, and personal freedom to travel. Men like George Washington and James Madison understood clearly that they were erecting a political and economic framework maximizing freedom and mobility. They worried as well that the U.S. lacked the means for true physical mobility, without which the country simply could not prosper.

It took almost exactly a half-century to figure it out. After flirtations with turnpikes, canals, and steam naviga-

tion, in the late 1820's the United States woke up to the fact that the railroad was the final piece of the puzzle. With it, and the tools provided by the Founders, Americans embraced the vision of a continental nation united by shared values and a system of universal, all-weather, efficient, democratic transportation. It took another half-



1937

EA No. 51 delivered, the first Electro-Motive E unit passenger diesel

1953

B&O Transportation Museum opens, first major U.S. rail museum, July 4



1962

ICC authorizes Chesapeake & Ohio control of B&O



ABOVE, DWIGHT JONES; BELOW LEFT, JIM NEUBAUER; BELOW RIGHT, HERBERT HEISS

century (and a Civil War) to reach that goal, but it was worth it. The railroad gave America true mobility. And mobility made America what it has become.

The essence of the B&O remains alive today in every ton-mile hauled and passenger seat sold. Its scale and reach is embodied in the Interstate highway system. The airline network in

place today is merely an intensification of the fantastic runs made by Peter Cooper and his locomotive in 1830. If "freedom of the road" epitomizes the American character, it was the B&O which let that genie out of the bottle. Literally, it showed Americans the way to their future.

Sixteen decades is a long time to be

railroading, and the company did its work well. So nod in the direction of Mount Clare, climb aboard the conveyance of your choice, and cherish the mobility and freedom that makes Americans the envy of the world. Just remember: The Baltimore & Ohio Railroad will be somewhere in the rear-view mirror. ■

1973

B&O, C&O, and Western Maryland become subsidiaries of the new Chessie System, June 15

1977

Chessie celebrates the B&O Sesquicentennial with restoration of the B&O Museum and a two-year program of steam excursions and other special events



1980

Chessie System, Inc. and Seaboard System, Inc. form CSX Corp.

1987

B&O is merged into C&O on April 30; four months later, C&O is merged into CSX Transportation



Route of the Presidents

With early routes north and west from Washington, B&O linked our Chief Executives with the nation

By Bob Withers

IT WAS ONLY NATURAL that the Baltimore & Ohio should come to be known as "Route of the Presidents." Opening for business between Baltimore and Ellicotts Mills, Md., in 1830, it was the first railroad to reach Washington, D.C., doing so on August 25, 1835, with the opening of the Washington Branch south from Relay House, Md. In 1868, completion of the Metropolitan Subdivision east from Point of Rocks, Md., made B&O the only carrier to serve Washington from two directions. Reaching north toward the nation's greatest population centers and west to its heartland, B&O was uniquely suited to accommodate the travel needs of the capital's most prominent residents.

John Quincy Adams was the first President to ride the B&O, or any railroad—although the trip took place after he left office. Elected in 1830 to represent his home district in Massachusetts in the U.S. House of Representatives, Adams returned to Washington by steamboats, canal boats, and "the new and frightening horse-drawn railway cars." The former President's party rode from Baltimore to Relay House on December 17. They traveled in a horse-drawn carriage that had been loaded onto an open freight car that was itself pulled by horses, B&O's standard mo-

tive power in its first years.

Andrew Jackson was the first sitting President to take the train, riding the B&O from Ellicotts Mills to Baltimore behind the locomotive *Atlantic* on June 6, 1833. "We arrived here half after 2 o'clock p.m. without fatigue or injury," he wrote to his son. "[We were] met by a number of the citizens with the steam carrs [sic] 12 miles in advance of the city which took us into Baltimore in a few minutes, where we were met by a numerous crowd."

William Henry Harrison was the first President to travel B&O to his inauguration. After taking boat and stagecoach from Cincinnati to Frederick, Md., he boarded a "distinct car" for Baltimore on February 6, 1841, departing there on the 9th for Washington.

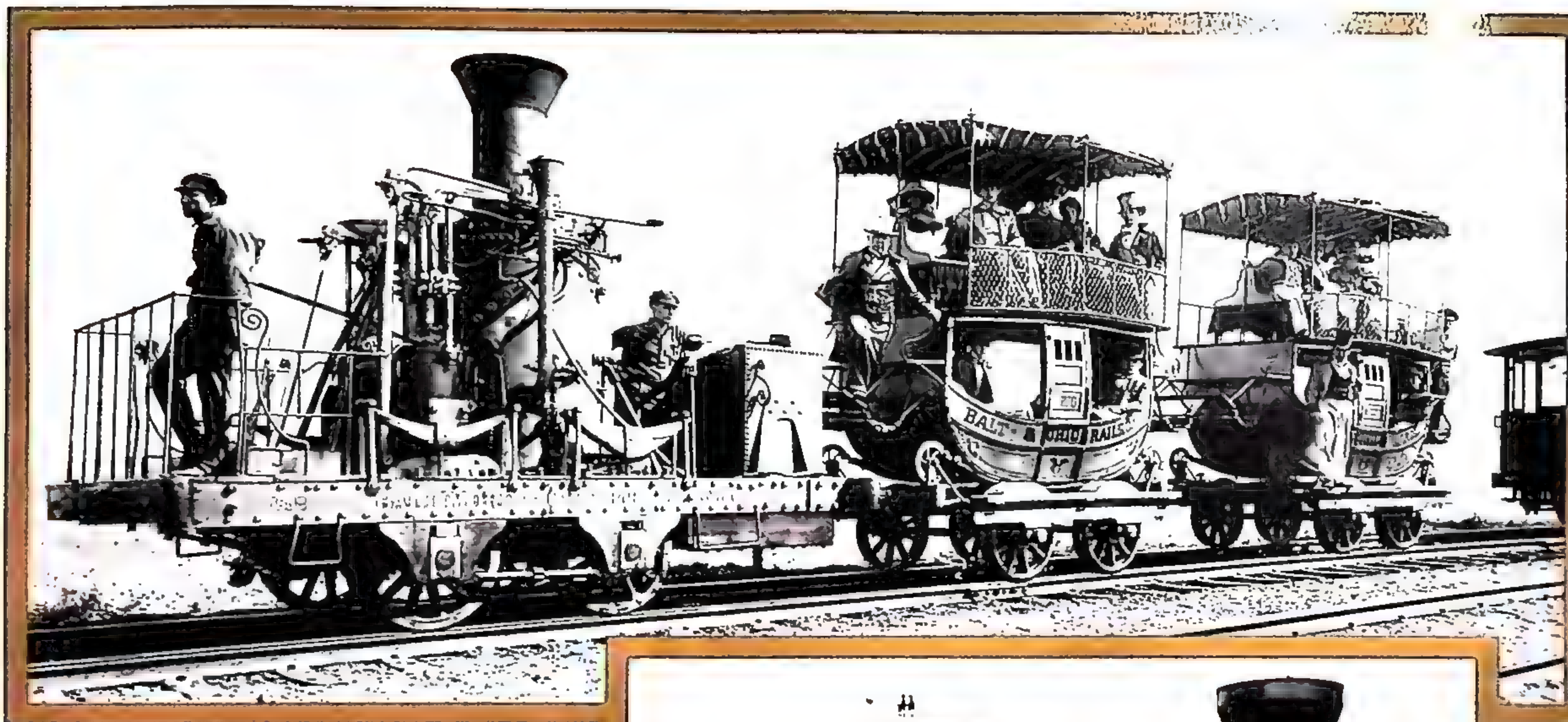
James K. Polk of Tennessee and Zachary Taylor of Louisiana continued the inauguration tradition, riding the B&O from Cumberland, Md., to Washington on February 13, 1845, and February 23, 1849, respectively. The B&O portion of James Buchanan's inaugural trip began at Baltimore's Camden Station on March 3, 1857, and Grover Cleveland rode down from Philadelphia

Harry Truman, a big admirer of the B&O, doffs his hat at the B&O-NYC station in Gary, Ind., during a campaign stop on October 28, 1948.



BALTIMORE & OHIO TRAINS





B&O's *Atlantic* (above) hauled Andrew Jackson on the first train trip by a sitting President. The *William Mason* carried Lincoln to his first inaugural, and powered a re-creation of his funeral train at the 1948-49 Chicago Railroad Fair.

for the start of his second term in 1893.

Presidents Millard Fillmore, Andrew Johnson, William Howard Taft, and Herbert Hoover traveled B&O frequently, as did Warren G. Harding. Following Harding's death while touring Alaska in 1923, his funeral train from California was routed via B&O from Chicago to Washington.

Abraham Lincoln began and ended his presidency on the B&O. The last leg of his 1861 inaugural trip from Springfield, Ill., and the first lap of his funeral train four years later both used B&O between Baltimore and Washington. The inaugural run had been rerouted because of a suspected assassination plot, and Lincoln rode in disguise. The train was pulled by five-year-old 4-4-0 No. 25, later known as the *William Mason* and now preserved at the B&O Railroad Museum.

Presidents Grant, Hayes, Benjamin Harrison, and McKinley made several trips to Deer Park, Md., a famous resort located on B&O's original line west of Cumberland. Cleveland spent part of his honeymoon at Deer Park, dogged by reporters who chased him there on the following train.

The Hayes party rode B&O President John W. Garrett's private car home to Ohio in July 1878. He recorded several impressions: "A pretty comfortable night," he wrote. "Saturday very hot. The motion of the cars in the Mts. mad[e] Mrs. S[ollace] & Gen. Tyler seasick! Met by crowds at Zanesville & Newark. Got quietly and almost unobserved into Columbus."

Theodore Roosevelt traveled B&O often. Conductor Charlie Pledge recalled that once, when Roosevelt was returning from Annapolis, Md., his daughter Alice secured a locomotive cab ride, wearing long white gloves. Roosevelt himself once ran B&O's tiny *Atlantic*, pronouncing the experience "Bully!"

Frugal Calvin Coolidge, having decided that private cars and presidential specials were extravagant, started a three-day trip to Chicago on December 3, 1924, in a regular sleeper on the *Capitol Limited*. He was constantly harassed by passengers wanting to glimpse him in the diner or in his com-



TWO PHOTOS: B&O

partment. Once he returned home, he never did it again.

Dwight D. Eisenhower rode the B&O extensively during his 1952 campaign and a few times after taking office. Planners of one trip to Defiance College in Ohio, concerned about the effect of slack action on the 142-ton presidential car *Ferdinand Magellan* at the rear of a train, arranged for the car to be positioned near the head end. Unfortunately, this gave Ike an unworkably narrow speaking platform when he stopped at Willard. That, too, was never done again.

Eisenhower's final journey involved the B&O. On April 1, 1969, the road handled his funeral train between Cincinnati and St. Louis. (The special was routed Chesapeake & Ohio out of Washington, Norfolk & Western from St. Louis to Kansas City, and Union Pacific to Abilene, Kans.)

In the 1950's, airplanes began drawing POTUS (President Of The United States) assignments, and presidential train trips became few and far between in the post-Eisenhower era. Richard M. Nixon used the B&O for campaigning in 1960 and '68, as did POTUS wannabe Barry Goldwater in '64.

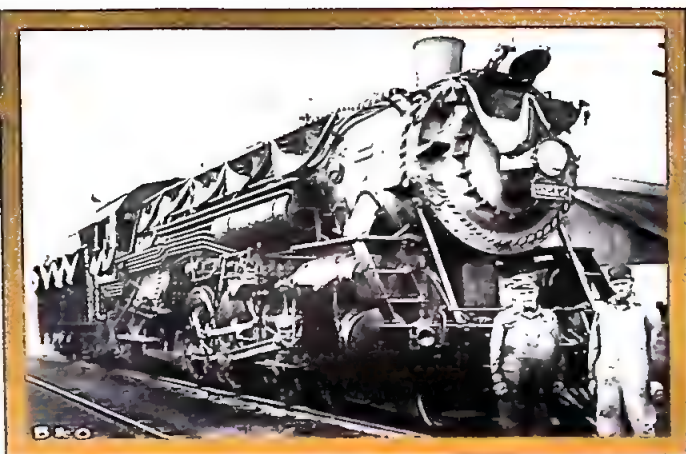
Ronald Reagan—campaigning in Ohio on October 12, 1984—made the final POTUS trip before the B&O's corporate existence ended. His staff brought the *Magellan* out of retirement at Florida's Gold Coast Railroad Museum for the trip, but its water system wasn't working. So when Reagan wanted to use the bathroom, he went forward to C&O office car 7.

FDR and HST years

The age of presidential rail travel ripened to full flower during the administrations of Franklin D. Roosevelt and Harry S. Truman, both of whom are said to have favored the



BOB WITHERS COLLECTION



B&O RAILROAD MUSEUM

Teddy Roosevelt speaks at Point Pleasant, W.Va., during his 1912 run for the White House on the Bull Moose ticket. At Cumberland, Md., Pacific 5217 is decorated for somber duty: powering Warren Harding's funeral train.

L.] Moorman [Washington general passenger agent] state everything satisfactory" (Western Region General Manager F.B. Mitchell, Cincinnati, 10:39 a.m. March 5).

- "Spl arr STL 919 pm dep 936 pm delayed 2 minutes remove generator belt from slpr Merlin" (Mitchell, Cincinnati, 10:03 a.m. March 6).

- "POTUS spl lv Wheeling 1005 pm arr Cumberland 339 am train handled good no trouble entire trip" (Central Region General Manager J.D. Beltz, Pittsburgh, 9:01 a.m. March 7).

- "POTUS Special arrived Wash 700 am on time" (Assistant to the Vice President T.M. Jones, Baltimore, 8:40 a.m. March 7.)

Perhaps the main contributor to Roosevelt and Truman's affection for B&O was what many passengers found endearing about the underdog carrier—its people.

For example, the White House always requested the presence of B&O police officer Ernest Chapman of Parkersburg, W.Va., even when Presidents traveled off-line. Chapman met and guarded every President from Wilson to Eisenhower, and once said he went broke trying to beat Truman at poker.

During the 1948 campaign, Chapman saved Truman from embarrassment, and bystanders from danger, when he noticed an ominous rumbling in the train while the President was speaking at a whistlestop. It was only days after the press had ridiculed Truman's Republican opponent, New York Gov. Thomas E. Dewey, for labeling his engineer a "lunatic" because the train nearly backed into a crowd. Chapman knew it was about to happen again, and, without saying a word or turning his head, reached up and grasped the brake valve. A sigh of air stilled the rumble and Truman went on speaking.

"Chappie sure earned himself a medal that day," a Secret Service agent chuckled.

Those B&O meals

Everybody bragged about the B&O's meal service. Presidents Rutherford Hayes, Chester Arthur, Grover Cleveland, Calvin Coolidge, and Franklin Roosevelt complimented B&O chefs. Arthur, a widower while President, convinced waiter James Norfolk to become a personal servant for his sister,

B&O. Some attribute FDR's preference to his dislike of PRR President William Atterbury's Republican activism; others say it was a result of B&O's down-home hospitality, its willingness to operate slower trains, or its policy of pro-rating fares even when Roosevelt was the only one aboard his car.

When Roosevelt traveled to his first inaugural in 1933, a rival line offered him a special train without charge. Roosevelt's reply: "Tell Mr. _____ that I'm paying my own fare and that, besides, we'll take the B&O."

B&O was the natural choice for Truman because it was part of the most direct route from Washington to his home in Independence, Mo. More than once, he rode as far as Silver Spring, Md., at the start of family members' trips to Missouri. In a diary entry on January 3, 1952, he commented favorably on the Silver Spring station. He had come there to meet daughter Margaret, who was arriving on the *Diplomat*.

FDR made more than 100 trips on the B&O. By then, POTUS travel had been honed to a science of safety, comfort, and security. Trips of even just a weekend required months of planning. Tracks, tunnels, and bridges were inspected and guarded, "protect" engines and crews were positioned along the route, and crews were told to equip themselves with "clean jumpers, caps and gloves, and new flagging equipment."

The files of Charles W. Van Horn, vice president of operations, are replete with memos showing how closely B&O officers tracked POTUS specials. Below is a sampling of the many telegrams that kept track of Truman and former British Prime Minister Winston Churchill's 1946 trip to Fulton, Mo., where Churchill delivered his famous "Iron Curtain" speech:

- "Passenger extra west eng 78 on time at all stations Mon Divn very good ride nothing to report" (Monongah Division Supt. R.A.J. Morrison, Grafton, W.Va., 1:30 a.m. March 5).

- "Spl arr St Louis 835 am on time both supts and [Dan

When FDR rode the B&O, crews were told to equip themselves with clean jumpers, caps and gloves, and new flagging equipment.



WIDE WORLD

FDR greets (from left) engineer J. W. Walmsley, brakeman G. W. Wayne, and conductor R. C. Chittendon at Washington in 1934. Harry Truman shakes hands with engineer Harry Beltz after riding with him near Pittsburgh in '52.

who was mistress of the Executive Mansion. On October 25, 1916, Woodrow Wilson traveled B&O from Philadelphia to Cincinnati on his private car *Mayflower*, personally commending the dining-car steward and shaking the engineer's hand on arrival. FDR liked terrapin, pheasant, quail, trout, and whitefish, and B&O men were constantly on the lookout for good fish and game to feed him.

"The dining car crew rendered an excellent job," H. O. McAbee, manager of the Dining Car and Commissary Department, wrote to Van Horn on November 8, 1946, after one of Truman's trips home. "I did not hear of any complaint, but on the other hand received numerous favorable comments both as to the quality of the food and the character of the service."

McAbee also passed on a report from W. R. Morten, his Chicago superintendent: "Mr. Charles Ross, press secretary to the President, told his luncheon guests yesterday that the meals on the B&O were remarkable, the best in the country and added that the Pennsylvania service was 'lousy.'"

When Truman went west in 1950 to dedicate Grand Coulee Dam in Washington, the White House requested that the B&O diner operate on the entire trip. The crew served about 3000 meals—likely a record for a single car on a single trip.

Truman loved to ride locomotives, and did so twice on the 1946 trip to Fulton, Mo.—once each way. The eastbound train was reported 11 minutes late at Bloomingburg, Ohio,



WIDE WORLD/TRUMAN LIBRARY

because it slowed down to allow press photographers to follow him into the engine cab.

Truman wanted an early morning cab ride somewhere east of New Castle, Pa., on his way back from the 1948 campaign opener in Detroit. It fell to P. R. "Pete" Cordic, Central Region supervisor of locomotive operation, to babysit him. Cordic was miffed—he was a Democrat, but had soured on Truman when the President threatened to take over the railroads a couple of years before as a nationwide strike loomed.

They met as Cordic opened the nose door on the trailing E unit and saw Truman in the lead car's vestibule, hanging onto his hat and bracing himself against the pitching and rolling.

"I'm Harry Truman," the President said. "What's your name, sir?"

"I'm Pete Cordic, Mr. President," the officer boomed.

"Well, Pete, you'd better get me across here in one piece or we'll both be in trouble." They laughed.

An excited Truman spent time at the throttle—on the Pittsburgh & Lake Erie by trackage rights—with Cordic telling him to blow for crossings along the misty Ohio River. The Missourian's unpretentious personality was beginning to win

For Truman's trip west, the **White House** requested that the B&O diner operate the **entire trip**. The crew served 3000 meals—**likely a record** for one car.



JOHN B. CORNS

Gen. Dwight Eisenhower beams during a campaign stop at Parkersburg, W.Va., in 1952. Ronald Reagan, last President to ride the B&O, speaks from the presidential car *Ferdinand Magellan* at Deshler, Ohio, in 1984.



WEIRTON STEEL/EISENHOWER LIBRARY

Cordic over. Then Truman had to go back for breakfast.

"Pete, you run a fine railroad," he said. "If you're ever in Washington, stop by the house."

Cordic's loyalty to the Democratic Party never suffered after that.

Scenery was a B&O bonus, too—for both employees and passengers. Notice passenger representative E. L. "Tommy" Thompson's enthusiastic report about Truman's campaign special as it climbed over the mountains on its way back to Washington on Saturday, October 16, 1948: "Just picture 15 cars blasting up Cranberry Grade, around Salt Lick Curve in broad daylight with a Q-4 Mikado [4404], a T Mountain [5501] and a big, powerful three-unit diesel [E units 68-62B-68A] on the head end," Thompson wrote. "If you can't picture this, rest assured that most of the passengers on the presidential train could, for they were frequently observed watching the upward progress."

B&O's top diplomat

Perhaps B&O's best diplomat was Dan Moorman, the road's general passenger agent in Washington. His astonishing 57-year career placed him in contact with Presidents Roo-

sevelt, Truman, and Eisenhower, and they all loved him.

Roosevelt was returning from his family home in Hyde Park, N.Y., in 1940 when the fuses blew on a brand-new diesel—"We were trying to put on our best show for him," Moorman recalled—and stranded the train for more than a half-hour. FDR summoned Moorman to private car *Roald Amundsen*. Moorman didn't know what to expect.

"Dan," the smiling President said, "the only thing that worries me about this delay is that you and members of the crew may be disturbed by it. I don't want you to worry. The important thing is that you always take me where I'm going and bring me back safely and comfortably. I'm turning out work right here, and it doesn't make a bit of difference what time we get back to Washington."

Then there was Truman and Churchill's return from Fulton, Mo. Truman had elected to finish the trip by airplane after speaking in Columbus, Ohio. Churchill was a notoriously late riser and the day was dreary. When he finally got up, he stayed on the train—and Truman left town without him. Moorman went back to the *Magellan*.

"Well," growled Churchill, "do you want to put me off here?"

"No," Moorman cooed. "We'd like to take you right to Washington. That's where we're going."

Churchill accepted, and rode the POTUS special—without the POTUS—back to the nation's capital.

All told, the Baltimore & Ohio handled at least 25 U.S. Presidents while they were in office. Thanks to mergers, the nation's first railroad is no longer a corporate entity, and CSX Transportation now operates most former B&O track. However, any Chief Executive who might board a CSX train may rest assured that he or she is continuing a cherished tradition long held in high esteem by the "Best & Only." ■



stagehands

The last B&O steam: 0-8-0's worked on the B&OCT in Chicago into late 1958, yet few fans paid attention

By J. David Ingles



UNPREDICTABLE AS IT MIGHT SEEM, the end for everyday steam-locomotive operation on the B&O system occurred not out on the high iron with 4-8-2's or EM-1's, but in a downtown setting with lowly, and ancient, Baltimore & Ohio Chicago Terminal 0-8-0's. Their haunt was the "very last mile" or so, if you will, of the railroad, between Robey Street coach yard and Grand Central Station. More curious was that they ran until late 1958, after all other everyday steam was gone from the Windy City. Most amazing, though, is that rail photographers all but ignored them.

According to Lloyd Stagner's authoritative "The Last Days of Class 1 Steam," in the National Railway Historical Society *Bulletin* Vol. 47, No. 6 of 1982, "B&O steam bowed out after 128 years with a May 17, 1958, fan excursion from Cleveland to Holloway (Ohio) and return with Q-4 Mikado 421 . . .

B&OCT 900 moves toward Grand Central as sister 1703 tugs on observation lounge *Nappanee* to haul the *Capitol Limited* consist out to Robey Street on March 31, 1957. Fans are gathered on a station platform for a fan trip to Willard, Ohio.

PHILIP A. WEIBLER

Four 0-8-0's continued to see service on the B&OCT until autumn 1958."

Baldwin built the 0-8-0's that would survive so late, as B&O's L-3 class, in 1901. By 1958, they'd gone from being numbered in the 790's to 1700-1704 to—in the system renumbering of 1957—900-904. Diesels first joined them on the B&OCT during World War II.

What made these yard goats so invisible in 1958? We queried several Chicago rail photographers of the era. John Szwajkart says one obvious reason was that "the switchers were like stagehands at a play, always in the background setting things up for the main actors. Even at that time with lots of other steam to see, it was easy to ignore the lowly switcher. Another factor was that they ran into and out of Grand Central Station and did not stick around between trains. They arrived immediately after incoming trains, did

their switching, and left with the consist for Robey Street yard. Before a departure they would bring a train in from Robey Street, do any switching necessary, then return to the yard.

"Because Grand Central was the least busy of all the stations, you had to be there just a bit before arrival and departure times, or you would see nothing, as happened to me many times. It was better to be at the other stations where activity was greater."

By 1958, Grand Central served only B&O, C&O, and Soo Line (Chicago Great Western left in 1956). The terminal was built in 1890 by Northern Pacific's Henry Villard after NP leased Soo predecessor Wisconsin Central. B&O moved





Five years before the end, on September 26, 1953, L-3 798 heads out with C&O coaches as B&OCT NW2 411 plays with head-end cars.

in a year later, and Pere Marquette (acquired by C&O in 1947) in 1903. The first tracks of what in 1910 would be named B&OCT dated from 1885.

"A third reason [the 0-8-0's were ignored] was Robey Street yard itself," Sz wajkart continued. "Now, I was introduced to the hobby there in 1952, and shot the 0-8-0's, but Robey Street was a very compact facility, elevated above street level and isolated from the surrounding city. As the years passed, the neighborhood changed for the worse and became dangerous enough to discourage anyone from going to the yard, even with the attraction of steam.

"One final, and personal, reason for taking so few shots of the 0-8-0's is that I spent most of my time in places where I could shoot steam action. I was not aware of the switchers' resurgence in early 1958, but had I known, I would have gone out more to see them."

As evidenced by the photo above, Mert Leet, a newcomer to Chicago, did not ignore them, but he was active in Chicago only in the early 1950's. Chicagoan Jim Farrell indeed did shoot the 0-8-0's in 1957 and '58, but only in



JIM NEUBAUER

black-and-white. He made several visits to Robey Street and also shot from the Roosevelt Road (12th Street) viaduct spanning the entry to Grand Central. His friend Bob Olmsted, however, who moved to Chicago in 1956, didn't know about Robey Street, although he did shoot one 0-8-0 at Barr Yard in south suburban Blue Island. Said Olmsted, "I always preferred big road power, and so traveled around to see steam. I was first to Barr Yard in 1953, with steam roster-portrait pho-

Running tender-first, 1703 climbs the curve toward the bridges over the Chicago River South Branch, PRR, and CB&Q on March 31, 1957.

tographer Robert J. Foster. I did shoot what I think was the last 4-8-2 out of Barr Yard, on January 31, 1958."

Bud Bulgrin said he saw the 902 at Barr in 1957 and "four 0-8-0's in the low 900's at Robey Street on several visits in 1958. I first went to Chicago in '57 and at some point stumbled into Robey Street, but everything in the city was



MERT LEET

new to me and I probably wasn't aware of it also being a coach yard. I got some photos in the roundhouse, but I don't recall seeing any 0-8-0's in action."

Jim Neubauer, who shepherded railroad tour groups and organized many a fan trip for the Railroad Club of Chicago, terms the 0-8-0's "overlooked, even in memory. They didn't have the cachet of a Berkshire or a Northern out on the road. Just lugging passenger cars, even matched blue-and-gray ones, to and from a coach yard was not glamorous work."

Further, Neubauer said, "I didn't go downtown on my days off, so I only shot them at Grand Central when I was there for a fan trip or a regular train ride." His friend Phil Weibler shot the 0-8-0's, but just once. "The only time I saw them was on a pleasant Sunday morning, March 31, 1957," Weibler wrote, "when I went to Chicago for a fan trip to Willard, Ohio, behind T-3 4-8-2 5555."

Don Patrick of Cincinnati, who hailed from Chicago, began photographing steam in the early 1950's and first shot the 0-8-0's in 1953. But by the

"Making a fine show climbing the curving grade out of Grand Central" on Valentine's Day 1953 is L-3 799, with a string of B&O and C&O cars.



late '50's he was unaware of their continued use, concentrating on mainline steam in other locales.

"The 0-8-0's were kept clean and presentable," noted Neubauer. "I suppose that late in the game, [fans] didn't remember or expect steam to be downtown; it was easy to assume all steam had been long since banished from there. Those engines were not even

mentioned among the active steam fans at our Railroad Club of Chicago meetings. I watched the 0-8-0's every time I came in on the *Columbian* or *Capitol* in the days when I conducted rail tours, but I never gave them the attention they deserved. They did make a fine show, though, climbing the curving grade out of Grand Central to cross the river at 16th Street!" ■



JOHN SZAJKART



Thunder on the West End

Steam battles gravity on B&O's original line west of Cumberland, Md.

Photos by Bruce D. Fales

THE WEST END of B&O's Cumberland Division was one of the great steam theaters of the East. Extending 101 miles from Cumberland, Md., to Grafton, W.Va., the West End in the late 1940's offered a unique mix of grades, curves, traffic density, and big steam working flat-out. (The East End was Cumberland-Brunswick, Md.) While Pittsburgh and Chicago trains used the road's more northerly line over Sand Patch Grade, the West End—B&O's original route to the Ohio River—teemed with St. Louis, Louisville, and Cincinnati traffic, plus piles of West Virginia coal. Over 40 trains used the line each day, and they all had it hard, thanks to a sawtooth profile that included four grades that topped 2 percent. Out of Cumberland, they were Seventeen Mile (against westbounds), Cranberry (eastbounds), Cheat River (westbounds), and Newburg (eastbounds). Big 2-8-8-0's and 2-8-8-4's were the motive power of choice for freights. Mikados helped diesels and Pacifics on varnish, but the little *Cincinnatian* could tackle the hills with just a single streamlined 4-6-2. This spectacular show drew railfan photographers from across the country, including Bruce Fales.

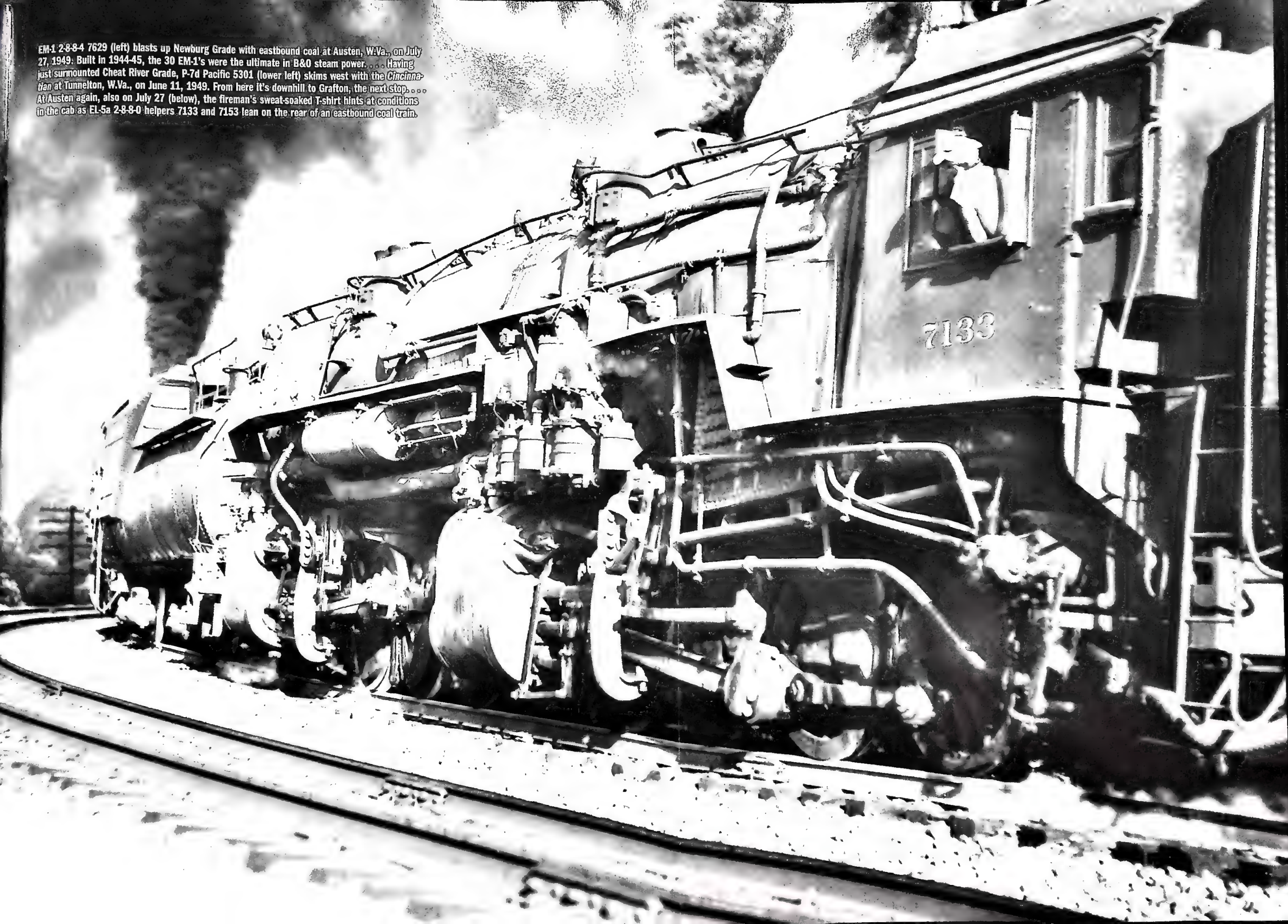




Q-4 Mikado 4445 helps P-1c Pacific 5085 rush train 30 east near the top of Cranberry Grade on November 14, 1948. It's 10:33 a.m., and just ahead is Terra Alta, W.Va., where the nameless, mail-and-express-heavy train is due at 10:36.

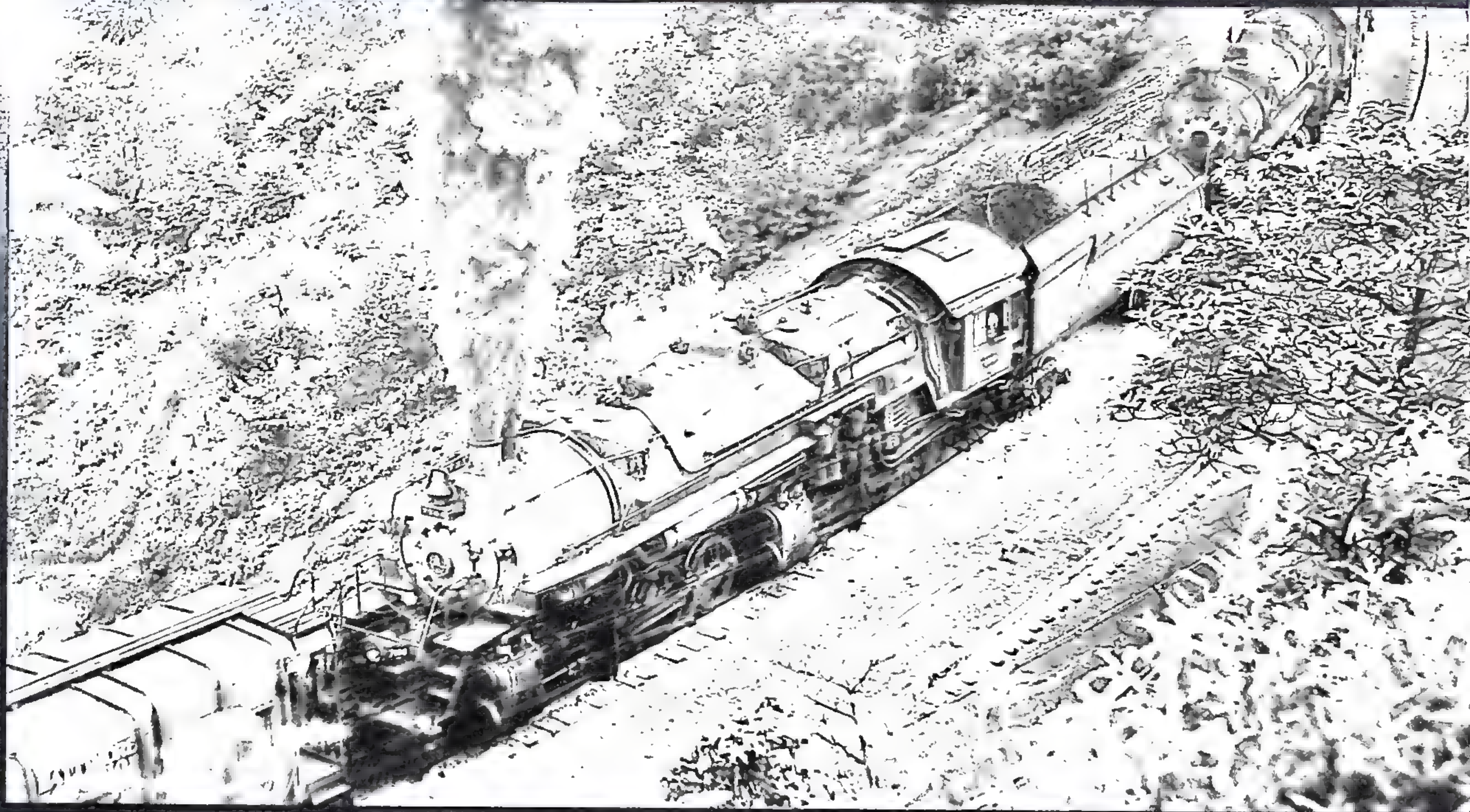


EM-1 2-8-4 7629 (left) blasts up Newburg Grade with eastbound coal at Austen, W.Va., on July 27, 1949. Built in 1944-45, the 30 EM-1's were the ultimate in B&O steam power. . . . Having just surmounted Cheat River Grade, P-7d Pacific 5301 (lower left) skims west with the *Cincinnati* at Tunnelton, W.Va., on June 11, 1949. From here it's downhill to Grafton, the next stop. . . . At Austen again, also on July 27 (below), the fireman's sweat-soaked T-shirt hints at conditions in the cab as EL-Sa 2-8-8-0 helpers 7133 and 7153 lean on the rear of an eastbound coal train.





In a series of four photos from June 12, 1949, three 2-8-0's lift a 52-car coal train up Cranberry Grade at Salt Lick Curve, a landmark 10-degree bend just west of Terra Alta, W.Va. At left, road engine EL-5a 7169 makes 8 mph as it claws against the 2.16 percent grade. Above and at right, helpers EL-5a 7109 and EL-2 7202 pass in review as they shove against the train's wagon-top caboose. Such spectacles occurred many times a day on the West End, as indicated by the sand deposits on the two upgrade tracks, and the thick layer of cinders along the right of way.





Bad trip to Brunswick

On my first trip flagging for the B&O,
I wound up beating my unfriendly conductor home

By Charles L. Johnson Sr.

HAVING BEEN PAGED at the YMCA in Brunswick, Md., I was called to my very first regular run as a flagman for the Baltimore & Ohio. Keep in mind that before this, the only flagging I'd done had been out of a rulebook. I was informed by the caller's runner that I'd drawn as my conductor a well-known crusty ol' meanie and general SOB whom, for this tale from a half-century ago, we shall name "Mr. Bunker." He was the same man with whom I'd previously made my first run as a brakeman, not a happy experience.

I resolved that I would do my best on this job. If I satisfied Mr. B, I ought to be able to please any conductor on our subdivision. So, with that positive attitude (or was it wishful thinking?), I headed into the yard and down to the third track of the three that our train occupied, inspecting as I went, as required, heading for Mr. B's caboose, which by now probably was attached.

I reached the hack, which Mr. B and his crew considered their home away from home. Since he (and his regular crewmen) lived in Brunswick, he usually didn't show up until about 15 minutes before scheduled departure. He depended upon "his" crew to have "his" train ready to go by the time he got there. Mr. B would usually go first to the ca-

boose and deposit his lunch pail, then head to the yardmaster's office to pick up the waybills, going next to the tower to get the train's official movement order.

There were times, of course, when matters did not necessarily follow in that sequence. It depended upon the conductor. In some cases, the conductor never went to the caboose during departure preparations. He would have the flagman pick up the bills (I did it a couple of times), while he went right to the head end and then up into the tower to pick up the movement order. He'd give a copy to the head brakeman for delivery to the engineer, then stand around shooting the bull, waiting for the clear signal so we could begin to move onto the main line. Once the engineer blew two toots on the whistle, the conductor would remind the engineer to pick him up, and as the hack would drift by, he would come aboard for the first time.

On this night I was in the hack, busy-ing myself with the standard preparations such as filling the signal lamps with coal oil and checking the supply of fusees and torpedoes, when in walked Mr. B. He took one look at me and bel-lowed, "What the hell you a-doin' here, boy?" I quickly replied, "I'm flaggin' for you this trip."

Again he yelled, "The hell you are! Why, you ain't even qual-lee-fied yurself



PHOTO FROM CLASSIC TRAINS COLLECTION





as a brake yit, s'far's I'm concerned." I suppose word had gotten around about Charlie Johnson, the "boy wonder flagman" who'd been promoted to the position by the division trainmaster himself, before my 90-day brakeman probation period was up. I'd been qualified on the 71st day of my fledgling career.

I reproached him, saying, "I'm a qualified flagman, promoted by Mr. Cavey himself." I'd become sick and tired of Mr. B, who thought he owned the B&O, making his rules as he saw fit. I dared to continue. "Sir, you require a flag to move this train; I'm a flag, and this is my turn. Now, if you don't want me back here in 'your' hack, that's your problem, not mine. I'll just mosey back to the caller and let him know what you've told me. However, I might remind you, you won't fare well when the finance officer docks your paycheck for the two days' wages they will have to pay me [in compliance with the labor contract] if I lose this turn because of your stubbornness." With that, I quietly walked out the caboose door and headed up the track.

Once in the caller's office, I related what Mr. B had said. The caller told me to not pay attention "to the old b---d" and advised me to return to the hack and just ignore him. "Do your job, and there isn't much he can say to you." So that's what I did, and surprisingly, I didn't hear another word about the matter from Mr. B, whom everyone on the subdivision disliked.

Off we went, heading west to Cum-

berland. It was an unremarkable trip, with no incidents or events. Oh, Mr. B bellowed at me a couple of times, inquiring as to whether I had the correct signal lamps displayed on our rear end, as we moved from one track to another and back again. I suppose had I been him, I'd have done the same, knowing my flagman was inexperienced, but I like to think I would've handled it with a bit more tact and courtesy.

I had to get out only once to protect our rear end, at the usual coal and water stop. As I stood there, about 75 yards back, another freight came up behind us, and for the first time ever, I experienced how it felt to actually have the authority (and responsibility) to officially signal a mainline train to stop. It was really something for me to hear the approaching engineer respond to my waving fusee with the appropriate engine whistle blasts. Shucks, I didn't even get to put any torpedoes on the rail before we departed. I think it was about then that I felt I'd come of age as a flagman.

Once in Cumberland yard, all we could do, or were permitted to do, was to stay with our engine and caboose until bedded down. Upon arrival, there was a spot, which an experienced trainman would know, where the flagman or conductor would cut the rolling caboose loose from the train; soon it would roll to a stop. Within minutes, a "yardpot" (switch engine) would appear, couple up, and move the hack to the service track where it would be prepared for the next trip out. The head-end brakeman, engi-

neer, and fireman stayed with the engine until arriving at their servicing track.

When the caboose was secured, the flagman was relieved of duty; likewise, the head brakeman was relieved when the engine was secured. Often, the conductor had already stepped off, heading for the yardmaster's and caller's offices to turn in the bills and crew timecard. I would take the shortest walking route over to Pennsylvania Avenue, across from the Cumberland B&O YMCA, and catch a bus for the ride across town to my home. All crewmembers' names and phone numbers were on record at the caller's office, and they made contact when the crew was to report for their next train. In this case, and at that time, since this was an away-from-home terminal for our crew, this had to take place within 16 hours.

ON OUR RETURN TRIP, I'd done the usual preparations of the caboose, which didn't amount to much as I had provisioned it well before we'd left Brunswick. It was about 1 p.m. when we pulled out of Cumberland, and again, I had no trouble from Mr. B. We spoke to each other only when it was essential to the job. About halfway to Brunswick, though, we caught a red signal and had to stop. I left the train to protect our rear end—my most important duty as a flagman.

At this point, we were stopped along the south bank of the Potomac River. Directly across the water was the Western Maryland's beautifully maintained dou-



WAYNE BRUMBAUGH

ble-track main line between Hagerstown, Md., and the Ridgely (W.Va.) terminal adjacent to Cumberland. I was standing a long way back from our caboose. Mr. B had come out on the rear platform twice to motion me to go back farther (more than I had thought necessary, but he was the boss and had the experience).

As I stood there, a Western Maryland monster locomotive, likely one of its M-1 4-6-6-4 Challengers, came roaring up the pike, pulling 100 or more empty hoppers west to the mines. The noise a huge steam engine and empty cars can make when highballing—an experience few today would remember—made it

A Western Maryland 4-6-6-4 roars by with a coal train: "The noise a huge steam engine and empty cars can make when highballing—an experience few today remember—made it impossible to hear anything else in the area during its passage."

passing the time of day, watching our track behind me to the west and glancing over now and then at the passing Western Maryland train. I would also glance at my own train, of course, and I just happened to pause a moment and stare at my caboose, with Mr. B standing out on its back platform. I suddenly had the feeling my caboose was moving away from me. Aw, heck, I thought, *Mr. B would be waving at me to get back on board, wouldn't he? Wouldn't he?*

Well, he was giving no such hand signals. There he stood, looking down the track at me. It also crossed my mind that the engineer wouldn't call in his flagman and start moving while another train was roaring by. Well, yes, he would.

I stared at my train as I slowly began to walk toward it. Sure enough, it was moving away. I struck a fusee, placed a couple of torpedoes on the right rail, and began to run. I ran and ran, as fast as my legs would move, faster than I thought I could. While running, I told myself that Mr. B would ease the air down, which would signal the engineer that something was wrong at the rear end. In cases like this, it usually meant the flagman was not yet aboard. (This was, of course, long before radio communication was in use on the trains.) I continued to run, but to no avail; I was obviously losing ground.

I couldn't believe this was happening. Mr. B just stood there, watching me exhaust myself. He didn't encourage me

due by shortly. I could just imagine what the passenger engineer was going to say when he learned he had to stop his train to pick up a green flagman who'd screwed up and "got himself left."

Soon, out of the west came my rescue steed, a beautiful blue, gray, and gold B&O F-unit diesel on a passenger train. I can only guess now what train it was, but based on my collection of timetables, according to the issue of April 29, 1951, it was probably No. 10, the *Washington Express*. When it neared me, the engineer leaned out of his cab window and motioned to me to "board on the run." I thought he was kidding, but he meant it, and in spite of my weakened condition, that's what I did.

After I climbed into the cab, stopped gasping for air, and said my "howdys" to the crew, I explained the circumstances. They all agreed that I'd been "crapped on," and knowing I was new at railroading, the engineer gave me instructions on how to go about "filing a formal complaint against the conductor and engineer." Ironically, we passed by the Brunswick yard just as the tail end of my freight was clearing the main line and moving into the yard. In fact, I got to the caller's office before Mr. B did.

I reported in and quickly told them about being left behind. I was handed an official report form to fill out describing the incident in my own words, and told to deliver it to the Chief Dispatcher's office. When I arrived there, and without my asking, a representative of our union, the Brotherhood of Railway Trainmen (BRT), accompanied me into the office. I turned in my report and was asked if I wished to file a complaint. I replied in the affirmative, and the official simply said, "Duly noted."

Now, although I was young, I had experienced those same words while in military service and knew that would be the end of the matter. It indeed was, for all intents and purposes, as I never heard another word (officially) about it. I never found out if anything was done, but I did hear, through the grapevine, that it was discussed with the engineer and conductor, and that the fact that the engineer was an extra-board man was taken into consideration. I also heard that the engineer told them that Mr. B had not let the air down, as he should have, and that the engineer was not going to shoulder all the blame.

Except for the humiliation and a little kidding around the caller's office, I suffered no loss. My next paycheck included that day's pay. That was also my final job assignment with Mr. B—I never again drew him for my conductor. ■

The engineer wouldn't call in his flagman while another train was roaring by, would he? Well, yes.

impossible to hear anything else in the area during its passage.

Unknown to me, about the time the WM engine was abreast of me, my train got a clear signal. Our extra-board engineer, obviously without thinking about the train across the river (which by then had probably cleared our train's front end), whistled me in. There was, however, no way I could've heard the whistle signal, which was four long blasts followed by a number of shorts, determined by the track number the train occupied. Since we were on track 2, our engineer would blow four longs and two shorts.

So there I was, just standing and

to run faster, and he didn't appear to be letting the air down. He just stood there. I suspect he was muttering to himself, "By God, I got you now, boy. I'll teach you to smart-mouth me." I finally dropped to my knees from total exhaustion. Soon my train was gone.

It took a while, but after I regained strength and composure and was able to stand, walk, and talk, I soon arrived at one of the trackside company phones. I cranked it up, which rang the closest tower operator. I identified myself and advised him of the details of my being left. The tower operator instructed me to stay put, and he'd arrange to have me picked up by a passenger train that was



Photo Section

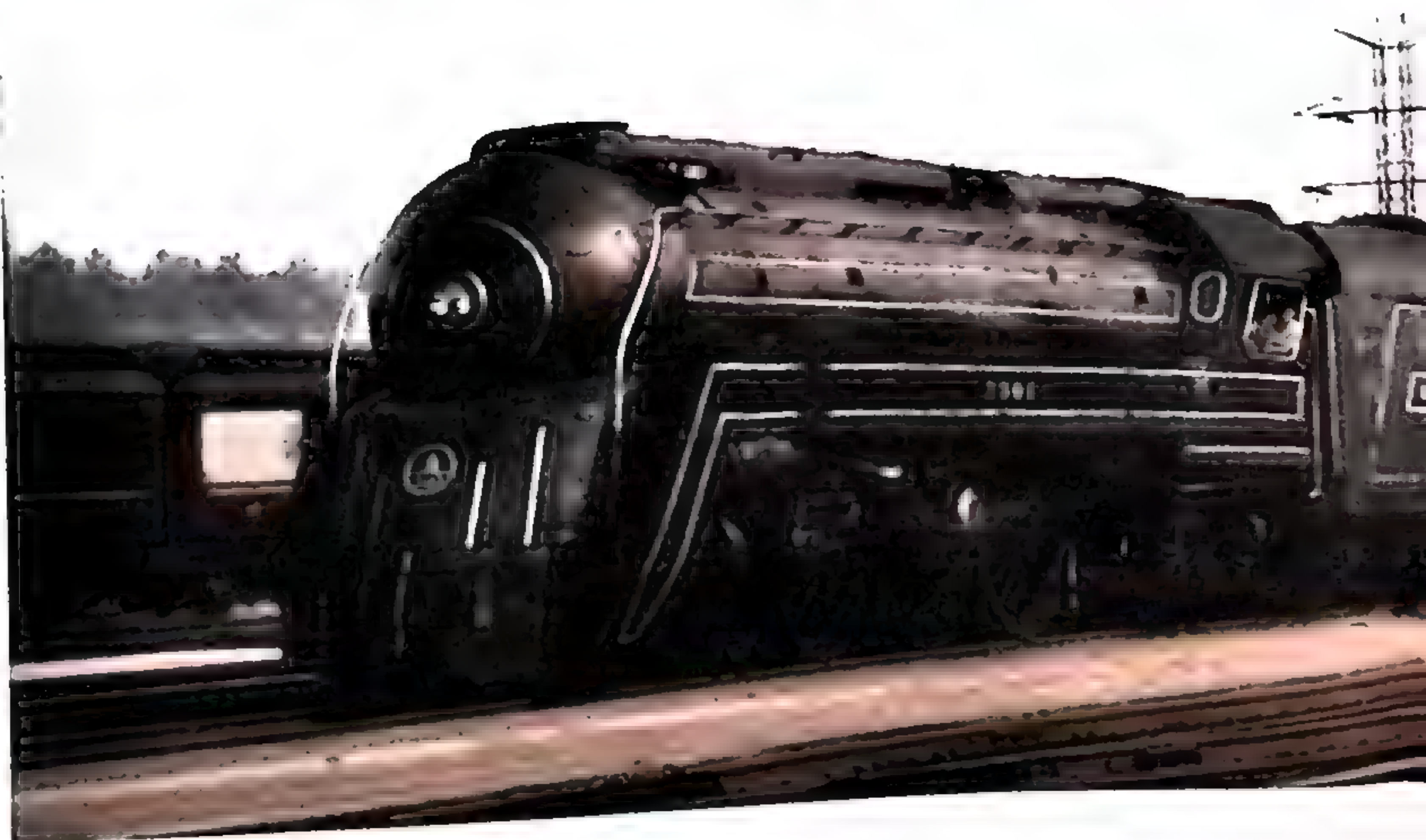


MERT LEET



FAR CORNER: A covey of Consolidations receives attention in July 1951 at Galeton, Pa., hub of the old 254-mile Buffalo & Susquehanna, acquired by the B&O in 1932. The two former B&S 2-8-0's facing the camera date from the century's first decade. In 1956, the B&O sold off some of the trackage hereabouts—which had been isolated from the main system by a flood in 1942—to a new short line, the Wellsville, Addison & Galeton.

STYLISH: B&O research engineer Olive W. Dennis designed the streamlined look for 1927 Pacifics 5301-5304 for the new 1947 *Cincinnatian*, and the foursome followed the train when its destination shifted from Washington to Detroit in 1950. B&O ran an overnight Detroit-Cincy train, too, and this is likely southbound No. 57 arriving at Cincinnati Union Terminal behind 5301 on August 9, 1956. After a 40-minute stay, 57 will be off for Louisville.





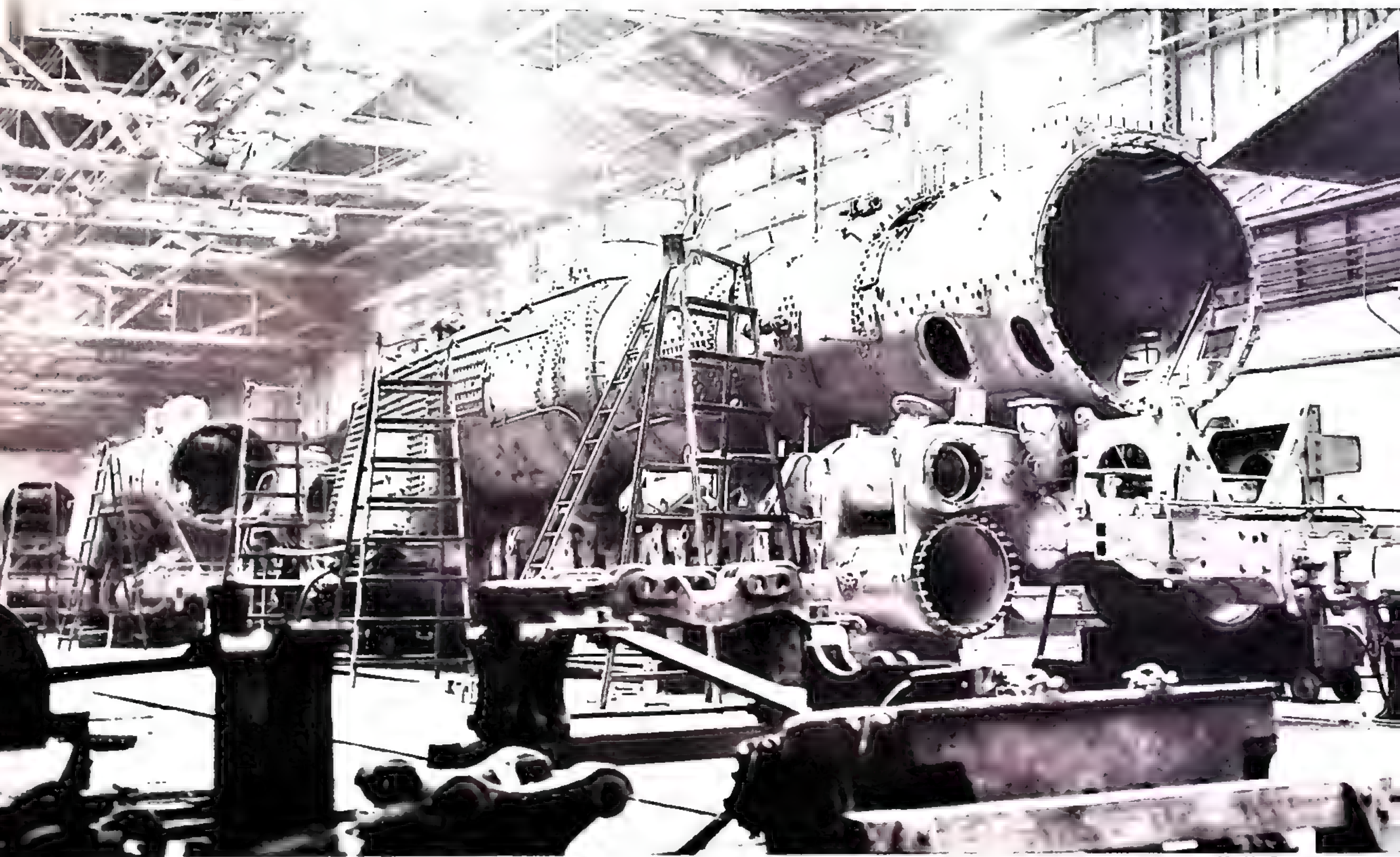
L. L. COOTS



JOHN DZIOBKO

COLORFUL: Perhaps befitting its Civil War experience, B&O chose an elegant blue and gray, with gold and black accents, for its road diesel color scheme, which lasted from the EA's of 1937 until the C&O-influenced solid blue of 1964. The livery was especially attractive juxtaposed with the colors of the autumn harvest season. Two F3A's and an F7B make the case on an eastbound freight in November 1959 near Tunnelton, Ind. With Sand Patch, Seventeen Mile, and other Eastern grades grabbing the limelight, the relatively subdued scenic attributes of B&O's hilly Cincinnati-St. Louis line through southern Indiana went unremarked.

Photo Section



H. N. PROCTOR

MUSCLE: The B&O built locomotives at its Mount Clare shops in Baltimore from 1832 to 1948—the longest run of locomotive construction at a single site in the U.S. Heavy repair work continued after complete construction ceased, as seen in this July 1954 view of engines receiving class 3 overhauls. Nearest the camera is T-3b 5565, one of 40 4-8-2's Mount Clare built between 1942 and '48. The erecting shop burned in 1962, and CSX finally ended all shop activity at Mount Clare in 1992.



B&O

STRATA-DOMES: Unlike rivals NYC and PRR, B&O bought relatively few new cars in the heyday of postwar passenger service. But B&O did offer something no other Eastern road did: dome cars. In a 1949 publicity photo, "passengers" admire the instrument panel (clock, speedometer, altimeter, barometer) on one of two dome coaches B&O ordered from Pullman-Standard for the Washington-Chicago *Columbian*. The flagship *Capitol Limited* soon got domes, too—three Budd sleepers B&O bought from C&O. All were built for low clearances, and later got rooftop spotlights for night viewing.

Photo Section



CLASSIC TRAINS COLLECTION

DOCKSIDE: Festooned with lanterns, low auxiliary headlight, and reflective warning panel, O-4-OT 98 looms out of the night on Pratt Street, Baltimore. Baldwin built four of these oil-burning tank engines in 1912 for use on the tight trackage of Baltimore's waterfront. Two were converted to coal-burning tender engines and sent elsewhere, but 97 and 98 worked the dock line until 1951. The little pugs gained fame when Varney and other firms began making them in model form in the late 1940's.



ROYAL BLUE RACERS: In a stirring glimpse of turn-of-the-century railroading—and its promotion—two Royal Blue Line trains pass each other at speed on B&O's famous Thomas Viaduct in 1905. Suggesting this scene was at least partly staged to promote the road's showcase passenger service are the passengers waving from the eastbound train, onlookers and photographers at the grade crossing (whose gates are, curiously, raised), and the "B&O Royal Blue Trains" sign on the sidetrack. The great stone viaduct southwest of Baltimore, already 70 years old at the time of the photo, still sees heavy freight and commuter traffic today.



SMITHSONIAN INSTITUTION



LINN H. WESTCOTT

SAND PATCH: The B&O's original main line to the Ohio River ran directly west from Cumberland, Md., taking the railroad over the tough grades of the "West End" and avoiding the developing, lucrative Pittsburgh traffic. B&O remedied this in 1871 with a line from Cumberland to Pittsburgh which crossed the Alleghenies in a tunnel at Sand Patch, Pa. When that single-track tunnel, visible on the right in this view from an EMD F unit on an east-bound train, became a severe bottleneck on the main line to Pittsburgh and Chicago, B&O opened this 4475-foot, two-track replacement in 1913.

Photo Section

TWO WAYS THROUGH PITTSBURGH: In 1930, the B&O augmented its own roundabout route through the Steel City with trackage rights over the Pittsburgh & Lake Erie. In the main photo, taken on August 19, 1953, an S-1 2-10-2 pulls out of the east end of B&O's Glenwood Yard on the north bank of the Monongahela River. A few miles west on the south bank (below), at the P&LE station across from downtown Pittsburgh, B&O P-1c Pacific 5036 shoves on the caboose of an eastbound freight. Standing at the station in this June 17, 1951, scene is J-1 Hudson 5270 of P&LE parent New York Central with a P&LE passenger train bound for Youngstown, Ohio.



MAIN PHOTO: JACK POLARITZ COLLECTION; INSET, EDWARD THUISINGER



Photo Section

SIGNATURE SIGNAL: B&O and related lines after 1921 utilized distinctive color-position-light signals, exemplified at Pullman Junction in Chicago in February 1970. A signal displaying this "clear" indication was part of the emblem on boxcars touting B&O's "Sentinel Service," a 30-city guaranteed-delivery carload-freight program begun under President Roy White in 1947, and on 1950's employee timetables, labeled "Lighthouse for the Iron Horse."



ROBERT P. SCHMIDT; J. DAVID INGLES COLLECTION





JIM NEUBAUER



SCOTT A. HARTLEY

SUNRISE, SUNSET: The so-called “sunburst” nose decoration on B&O diesels was short-lived (mercifully, some would say—it did *not* look good on cab units), being introduced on GP30’s in 1962 and replaced by solid blue in ’64 on GP35’s. In a June 1965 view from Belt Crossing tower on the Chicago-Cicero border, GP30 6960 is westbound on Illinois Central’s Iowa main line with a transfer from B&O’s Robey Street Yard to IC’s Hawthorne Yard—look closely and you’ll see a black IC Geep far behind. At the right, with a semaphore guarding the BRC diamonds, are the tracks of IC subsidiary Chicago & Illinois Western leading out of Crawford Yard.

ANOTHER LIFE: The creation of Chessie System in 1973 helped retire B&O’s capitol-dome emblem in favor of a new life for C&O’s old cat, “Chessie,” in a fresh, bright livery designed by rail-enthusiast employees. Thirteen years later, on July 16, 1986, two members of the GP40-2 class that introduced the scheme approach the Illinois Central and Union Pacific diamonds at Tuscola, Ill., on a Decatur-Danville turn. This former Cincinnati, Indianapolis & Western line connected at Springfield, Ill., with the old Ohio & Mississippi heading for B&O’s westernmost outpost, Beardstown, on the Illinois River.



Farewell, Royal Blue Line

The last day of B&O passenger service east of Baltimore was a time to reflect on the route's storied past

By John D. Denney Jr.

TODAY IN PHILADELPHIA, only CSX freight tracks skirting the east bank of the Schuylkill River and a high-rise apartment building mark the spot at 24th and Chestnut streets where once stood one of the city's biggest passenger stations. Probably few Philadelphians even remember the Baltimore & Ohio's wonderful Victorian terminal, completed in 1888, with its commanding clock tower awash with turrets, parapets, and gables. Designed by prominent Philadelphia architect Frank Furness, it represented the power of the B&O and the prestige of its famed "Royal Blue Line." Even when B&O's once-grand passenger service started to falter, the old station still defied the competition across the river—the Pennsylvania Railroad's massive 30th Street Station—with a brilliant electric "B&O" sign illuminating the night sky.

When the B&O announced in the *Philadelphia Inquirer* almost reluctantly that effective Sunday, April 27, 1958, all passenger service would be discontinued east of Baltimore, the news came as a surprise to no

On April 23, 1958, days before the end of Royal Blue Line service, the New York-St. Louis *Diplomat* rolls into B&O's Philadelphia station. At the far left is PRR's massive 30th Street Station.

AARON G. FRYER







JOHN DZIOBKO

Budd RDC's from the 429-mile *Daylight Speedliner* service to Pittsburgh lay over at East Side Yard, B&O's Philadelphia hub, in late April 1958.

one. Only about 500 passengers a day were using the venerable Philadelphia station. The once-busy route was losing more than \$5 million a year on its six remaining round trips between Jersey City (B&O's New York City connection) and Washington, forcing the tradition-minded B&O to finally drop the curtain on trains that had become a legend.

I have faint memories of when my parents took me as a 4-year-old to B&O's Fair of the Iron Horse in 1927. The Fair must have sparked a flame that never died—my love of trains—which perhaps was why we were under the old trainshed on that last Saturday in April 1958. But it wasn't my first visit to 24th and Chestnut. In previous years I had taken the B&O with my parents on weekend trips to New York City. It also was my departure point for a few railfan trips.

B&O's bold stroke

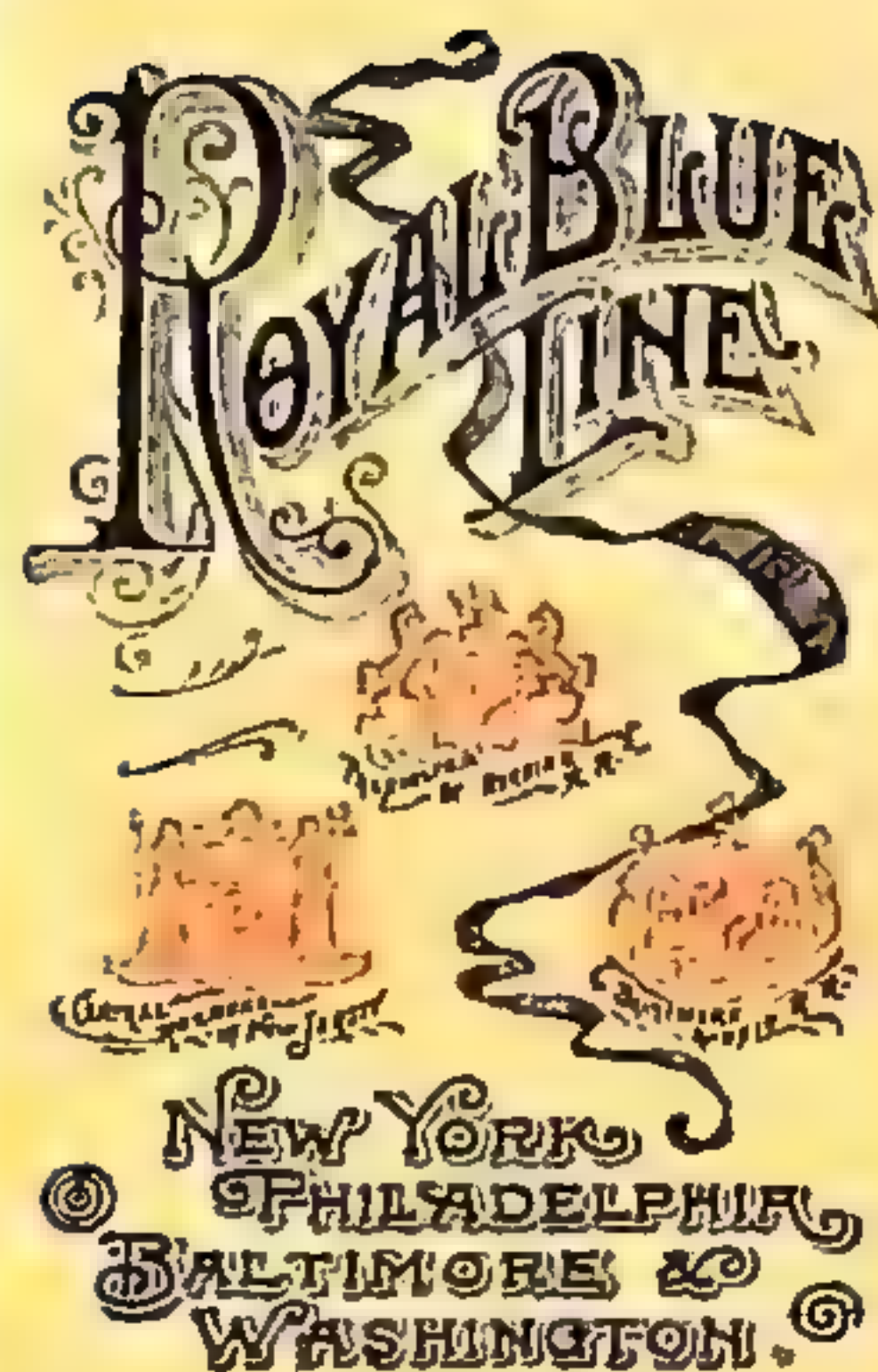
The Royal Blue Line was born when B&O inaugurated its super-deluxe *Royal Limited* in 1890, hailed as the finest day train in America. It covered the 223 miles between Washington and New York in 5 hours flat, including the ferry transfer across the Hudson River to Manhattan. The rolling stock represented the finest in carbuilder's art of the era, painted dark blue, with lettering and striping in royal Saxony gold. The dining cars, *Waldorf* and *Astoria*, offered the finest in gourmet dining, including the best in vintage liquors and champagnes. The train's well-heeled passengers received complimentary copies of the *Royal Blue* magazine. The Royal Blue Line became a legend, and the B&O lavished its best on its Washington-New York service. Several long-distance trains plied the route, such as the *National Limited* to St. Louis and the *Capitol Limited* to Chicago, but the *Royal Blue*, as the train came to be known, was its flagship until the end.

The B&O's 95-mile extension from Baltimore to Philadelphia was not completed until 1886, at tremendous cost. It was a bold stroke by B&O President John W. Garrett to com-



CLASSIC TRAINS COLLECTION

Jackson, Md., holly tree brochure, mid-1950's (above); Royal Blue Line public timetable cover, 1896 (right).



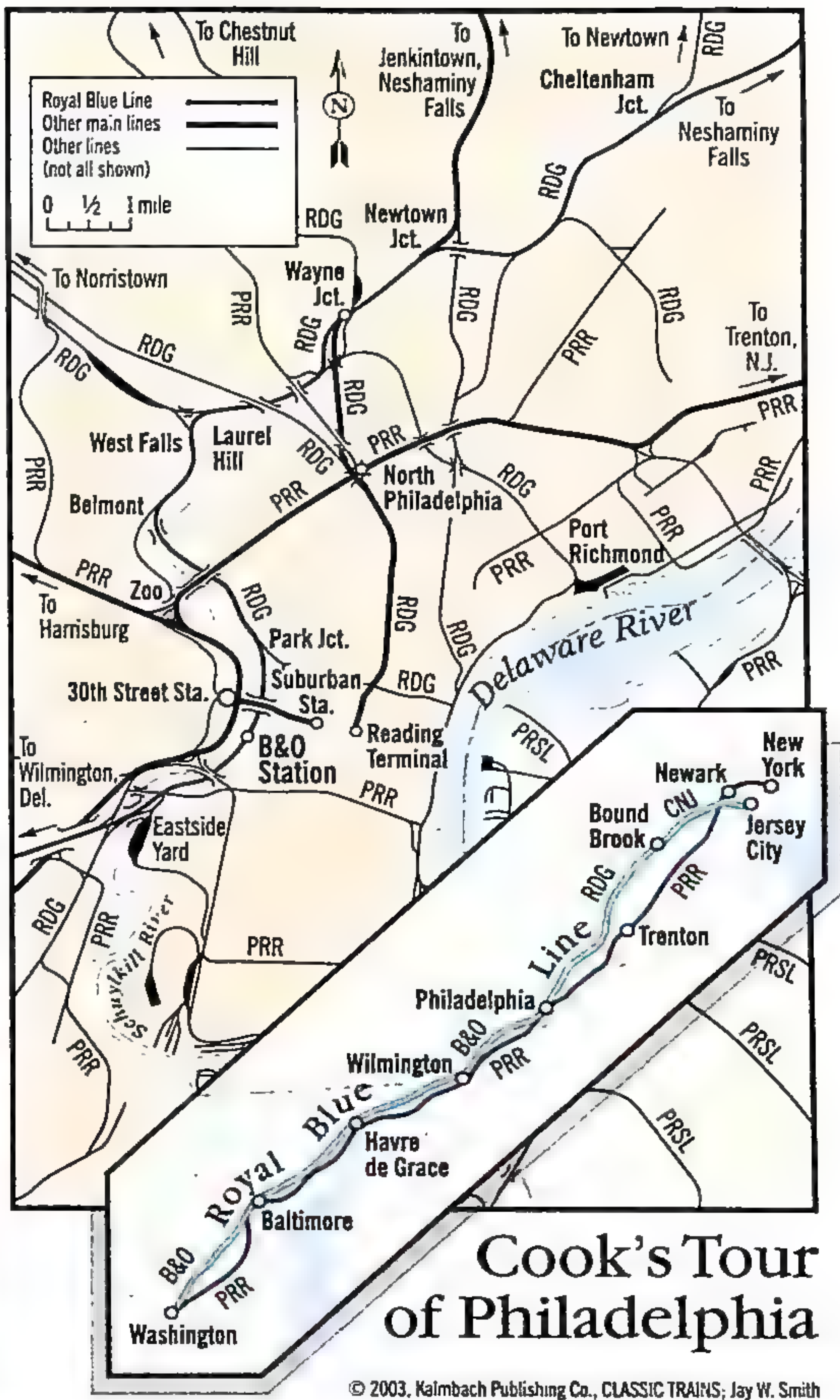
JOHN D. DENNEY JR. COLLECTION

pete with the Pennsylvania for New York traffic. It involved digging the 7339-foot-long Howard Street tunnel under downtown Baltimore and erecting the classic Mount Royal Station in northeast Baltimore. The 6300-foot-long bridge required to span the Susquehanna River at Havre de Grace, Md., was the longest on the B&O system. A drawbridge had to be erected in Philadelphia to cross the Schuylkill.

It was a fine, double-track railroad, but a lack of funds meant it ended at Philadelphia. East of there, B&O trains relied on the tracks, locomotives, and crews of two partner roads—the Reading Company to Bound Brook, N.J., and the Central Railroad of New Jersey beyond to Jersey City.

Though it never seriously challenged the PRR for dominance in passenger or freight business, the Royal Blue Line was B&O's showcase, a theater for many innovations. In 1895, the road opened the first mainline railroad electrification in the U.S. in the Baltimore tunnel. The company also experimented with the aerodynamic Adams Wind-Splitter

Touring Philly: Just after its Wayne Junction stop, a westbound B&O train (below) curves down off RDG's electrified line to Reading Terminal. At West Falls (bottom), the westbound *National Limited* crosses the Schuylkill River.



ABOVE, C. RAYMOND BRANDT; BELOW, RICHARD S. SHORT





FRANK QUIN



W. R. OSBORNE

Book of the Royal Blue magazine cover, 1909 (below); dining-car brochure, late 1940's (right).

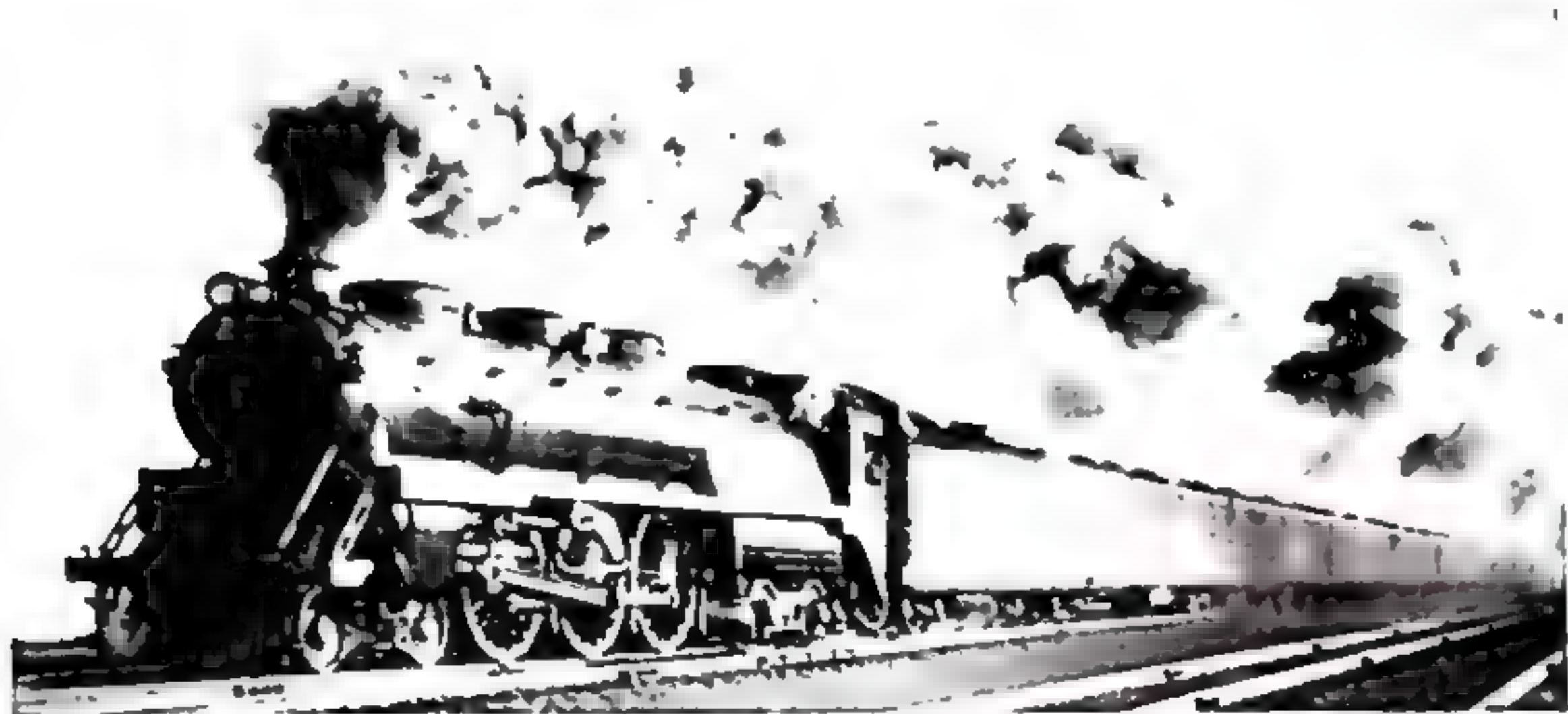


The excellent cuisine long associated with the Baltimore and Ohio is enhanced by table settings featuring the B&O's famous "Blue China" in which historic trains and scenes are depicted.

FINE FOOD
—a B&O
Tradition



TWO ITEMS, JOHN D. DENNEY JR. COLLECTION



R. P. MORRIS

Royal Blue in steam: Pacific 5318 *President Garfield* (top), on the *Shenandoah*, takes water on the fly at Roelofs, Pa., 4 miles west of West Trenton on the Reading. Hudson No. 2 *Lord Baltimore* (above, at Elizabethport, N.J., in 1937) and the lightweight *Royal Blue* gave way to streamlined Pacific 5304 and rebuilt heavyweight cars, seen at left on the Jersey Central.

train in 1900 between Washington and Baltimore. The Wind-Splitter was ahead of its time—railroad streamlining would not be adopted for three and a half decades. In 1927, B&O introduced its famous President-class Pacifics. Named for the first 20 Presidents of the United States, they were the first B&O engines to run through from Washington to Jersey City.

By the mid-1930's, most of the shine was gone from B&O's

New York service. Daniel Willard, the B&O president who fathered the 1927 Fair of the Iron Horse and many innovations, tried to revitalize the Royal Blue Line with a new air-conditioned, lightweight, streamlined train. The *Royal Blue*, first train to actually bear that name, hit the rails on June 24, 1935. Pulling it was the *Lord Baltimore*, a lightweight, 84-inch-drivered 4-6-4 of British styling. Two years later the train was replaced by a heavyweight version pulled by a Pacific whose bullet-nosed streamlining was the work of the great designer Otto Kuhler. A few short years later, Electro-Motive EA diesels—the very first E units—would take over.

Wandering through Philadelphia

Royal Blue Line passengers got something of a "Cook's Tour" of Philadelphia. Leaving 24th and Chestnut, trains entered Reading trackage at Park Junction, then crossed to the west side of the Schuylkill on a concrete-arch bridge at Belmont, then went back to the east side at Laurel Hill. There was slow, cumbersome yard running, then a stop at Wayne Junction, a major transfer point for passengers out of Reading Terminal in downtown Philadelphia. B&O trains then rode Reading's New York Short Line cutoff to avoid the congestion of electric M.U. locals on the route via Jenkintown. Back on the Reading's main line at Neshaminy Falls, the Royal Blue trains dashed up to Bound Brook and Jersey City.



Final day, April 26, 1958: In Philadelphia, the exuberant exterior of B&O's 1888 station contrasted with the interior, modernized along more restrained lines. Down at track level, a westbound racetrack special (nearest camera) and an unidentified consist stood beside the Schuylkill River.

B&O motor coaches picked up passengers at trainside, drove onto the ferries, and delivered their charges to several stops in New York City. From Philadelphia, it took almost two and a half hours to reach the final bus stop in New York. The Pennsy, with its sleek GG1 electrics and midtown Manhattan rail terminal, put its Philadelphia passengers into Gotham in 90 minutes, speaking volumes why B&O was a distant second in the market. (B&O trains were more competitive during 1918-26, when, thanks to a U.S. Railroad Administration order to ease wartime congestion, they used Penn Station. When peace returned, Willard managed to negotiate an extension, but PRR put an end to that, and B&O slinked back to Jersey City.)

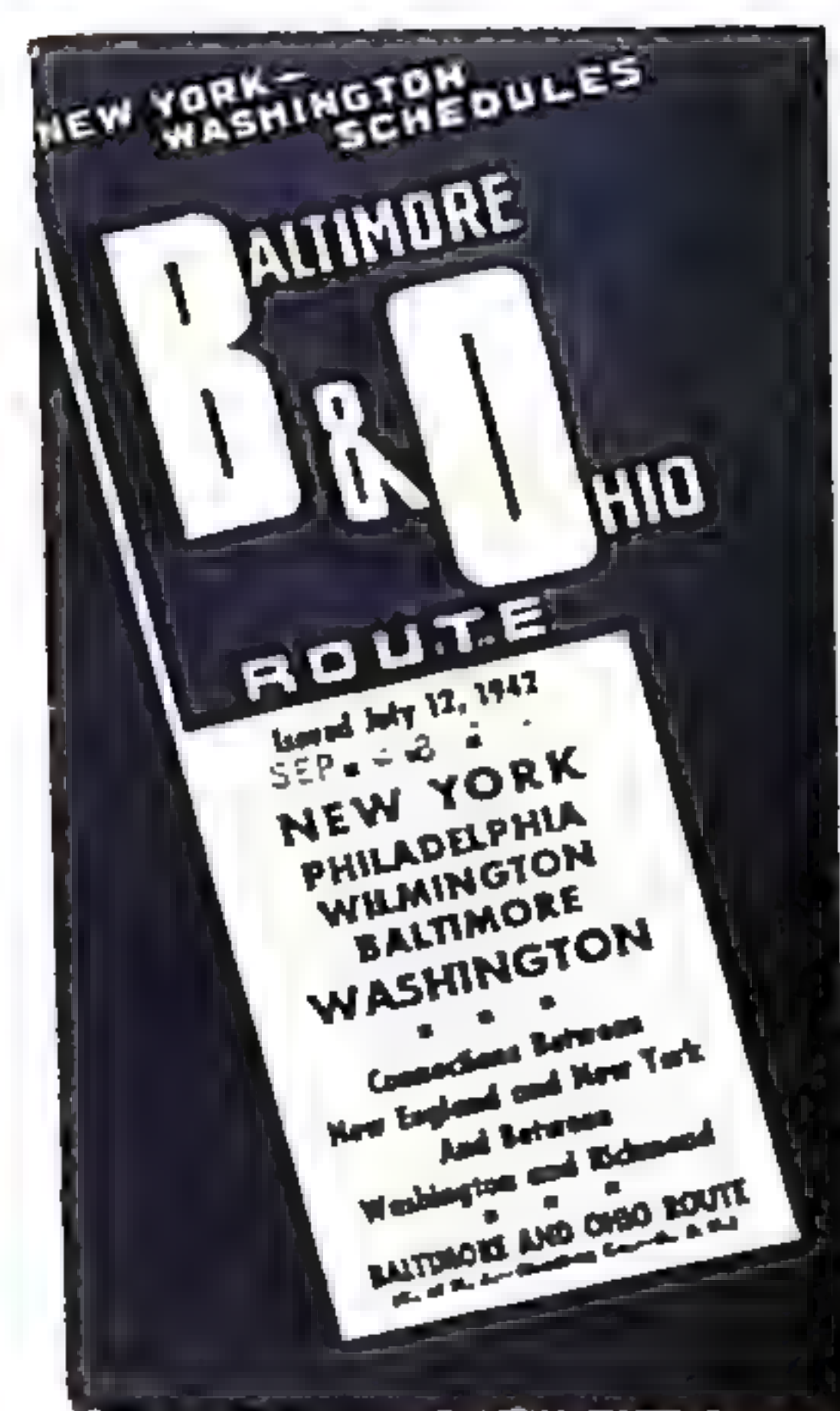
B&O never offered much local passenger service east of Baltimore. In later years, there was a nifty, steam-powered, coach-and-dining/parlor-car train out of Philadelphia in the morning, returning from Washington in the evening. This was later replaced with the *Daylight Speedliner* Rail Diesel Car train that ran from Philadelphia to Washington and on to Pittsburgh, one of the longest hauls for the self-powered Budd RDC equipment anywhere. There was also a short coach-and-baggage-car run that went from Washington to Philadelphia in the morning, laid over about an hour, and returned to Washington. We watched it one day at Newark, Del., and it seemed almost devoid of passengers.

The late 1930's saw two motor trains based at Slingerly, Md., the B&O stop for Elkton. One car would make a morning inbound and an evening outbound commuter run to





New York-Washington public timetable cover, 1942 (below).



CLASSIC TRAINS COLLECTION

At Jersey City, B&O buses delivered New York City passengers to the *National Limited*, due to leave from track 1 at 1:55 p.m. One of the buses' midtown Manhattan stops was B&O's ticket office at Rockefeller Center.



SIX PHOTOS, JOHN D. DENNEY JR.

Philadelphia; the other would serve Baltimore.

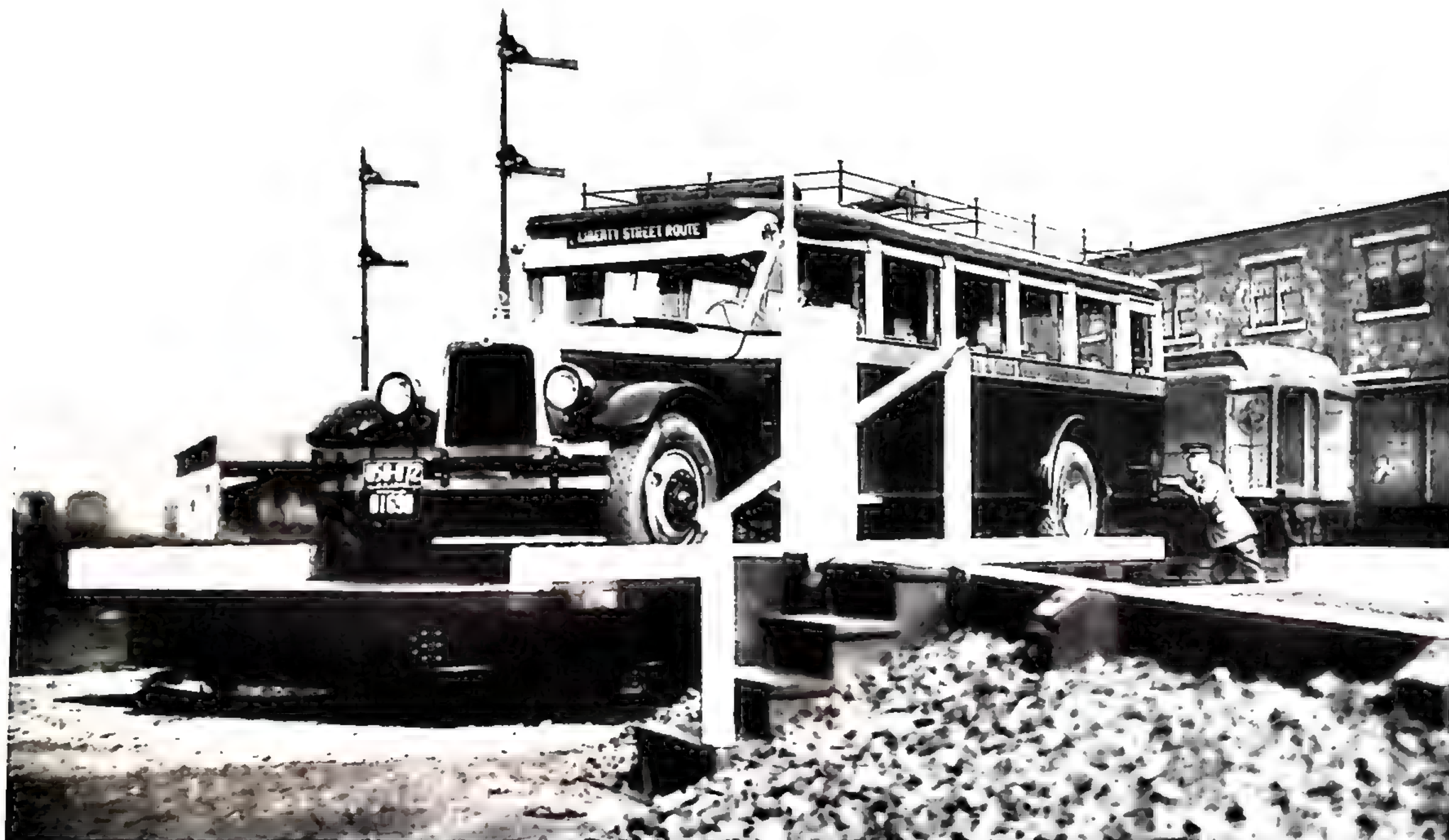
Even if the B&O could not keep up with the Pennsy's fast schedules—and partly no doubt *because* of the speed handicap—it offered other amenities. B&O coddled its passengers, giving them the kind of service the bigger, busier road did not. Strategically placed in the lobby of Mount Royal Station, for example, near a huge steam radiator, was a group of old-fashioned rocking chairs that allowed ticket-holders to stay warm and cozy during the winter before dashing out into the drafty trainshed to board their trains. There was also a large holly tree along the line at Jackson, Md., that would be illuminated at Christmas. In keeping with the season, passenger trainmen wore sprigs of holly in their uniform lapels.

It was probably the expertise of B&O dining-car chefs with tidewater Maryland cuisine, however, that brought most pas-

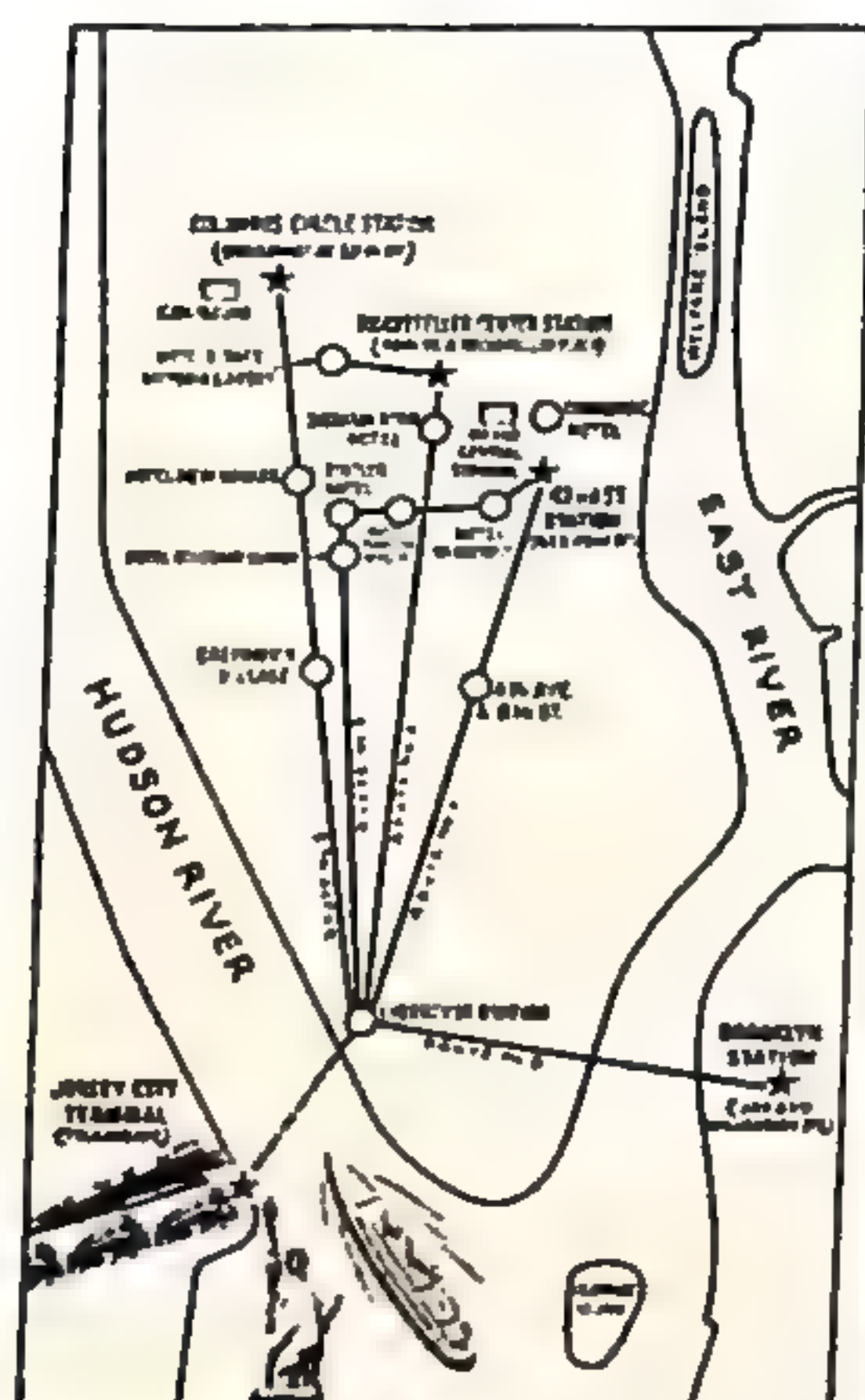
sengers to the Royal Blue Line. It was cooking that took you back to the old days. There were country ham-and-egg breakfasts in the morning, and dinner menus heavy with fried oysters, Maryland crab cakes, Chesapeake Bay mackerel with hushpuppies, Sally Lunn muffins, and, during the Christmas season, B&O mince pie. The food was served on B&O's beautiful Centennial-pattern china, first produced in 1927.

Farewell to an old friend

It was cool and clear when we got to Philadelphia early on that last day, and I found it hard to believe the grand old station would be closing for good in a few short hours. Before leaving for New York on the last *Capitol Limited* east of Baltimore, we were able to photograph the last eastbound *National Limited* and the last westbound *Royal Blue*. On our ar-



CLASSIC TRAINS COLLECTION



JOHN D. DENNEY JR. COLLECTION

Map of Jersey City-New York City bus routes, and photos of bus service from B&O brochure, late 1940's.

A lack of space for turning B&O's New York shuttle buses at CNJ's Jersey City terminal prompted an ingenious, yet simple solution: a turntable!

Flanked by a bus and Manhattan skyscrapers (right, top), an EA/EB diesel set eases the *Capitol Limited* out of Jersey City on September 5, 1950.

The *Royal Blue* herself (right, bottom) heads toward Philadelphia, Baltimore, and Washington over CNJ's main line at Greenville, N.J., in February 1952.

rival at Jersey City, we dashed off a shot of the *Capitol* under the trainshed for the last time, then rode the shuttle bus onto the ferry and all the way into Rockefeller Center. We made a brief visit there and returned to Jersey City early enough to see the last *Diplomat* easing away.

Shortly before 6 that evening, we boarded the last *Shenandoah*, train 7, for Philadelphia. There were a lot of toasts and camaraderie in the diner on that bittersweet final trip as we feasted on fried Chesapeake oysters. We did not stay to see the very last scheduled train to stop at 24th and Chestnut—the *Metropolitan Special*, which did not arrive until the wee hours of Sunday, April 27.

As we bade farewell to the Royal Blue Line that evening, we inquired of the stationmaster if perhaps we could get one of the train gate signs as a souvenir. He was busy at the time, but told me to leave my name and he would see what he could do, suggesting that I come back the following Monday morning, as his office would still be open. When I arrived, the station was quiet, but there were a few employees closing things out. I gave my name to one of them, and, true to the stationmaster's word, there were two train-gate signs in the baggage room with my name taped to them. One was for the *Marylander*, the other for the *Washingtonian*. To me, it seemed to represent the spirit of the B&O . . . its employees could always find time to take care of the little things. **I**



TWO PHOTOS, EDWARD THEISINGER





"Who goes first" having been decided by a coin-flip, Illinois Central train 73's four Geeps rev up and cross the Chicago Great Western diamond as CGW train 143 waits patiently, short of not only the home signal but also the busy York Road grade crossing.



Fifteen minutes after the IC train has passed and with the Interlocker having "timed out," CGW 143's three SD40's ease west to pick up their "coin-flip-losing" head brakeman, who boards the lead unit. Soon caboose 605 clears the IC, and normalcy returns to Elmhurst.

INCIDENT AT ELMHURST

Call it in the air

"I thought I heard a second train. I did, and the sound was growing louder."

By Ed DeRouin • Photos by the author

ON A SPRING DAY in April 1968 whose good weather seemed made for railfan activities, I chose to spend the afternoon with a camera at a point near my parents' new home in the western Chicago suburb of Elmhurst—the crossing of the Illinois Central and the Chicago Great Western.

I'd missed the Chicago Aurora & Elgin here by more than a decade, but experience had taught me that each afternoon on the CGW, two through freights, one in each direction, and possibly a local would pass. (The "Great Weedy" itself was also about to pass, into Chicago & North Western by merger.) I could also count on one or two freights on what we casually referred to as IC's Iowa Division, although in reality, this part of the railroad was the Freeport District of the Chicago Division.

On the CGW, Elmhurst was the west end of double track. The normal drill was that if the eastbound time freight, No. 192, was close to schedule, its westbound counterpart, No. 143, would hold up just to the east, in Berkeley, until 192 cleared the single iron onto the double track.

The trains came. First was CGW's eastbound local, with one of its two GP7's, 121, toting three boxcars and a caboose. IC 72, an eastbound powered by three black GP9's, was second. Next came CGW 192, behind a trio of two-year old SD40's—406, 405, and 404—displaying different levels of dirt. It seemed as if the normal routine would play out.

What transpired, though, was more than I expected. After the CA&E rails were removed in 1959, the interlocking had been automated. Signals were of the color-light type, so from my spot near the crossing, I could not interpret any indications. The position of the sun and the track arrangement kept me in the southwest quadrant close to the diamond, next to the foundation of the old tower. To the east I could see down the CGW to the crest of a small grade about a mile away, but I was blind on the IC beyond 1500 feet, owing to a curve before the busy York Road grade crossing.

The headlight of the westbound CGW appeared. It seemed to be moving normally, especially if it had held at Taft Avenue in Berkeley. Then I thought I heard a second train. I did, and the sound was growing louder. CGW 143 was still coming. I found myself wondering, "Is this where I want to be?"

For what seemed to be a very long time, I considered abandoning my position for a safer spot. The westbound IC train, 73, was getting closer and louder. Finally, I could see that the CGW was slowing. To the right, 73's Geeps were straining and the air horn was sounding for York Road. I was positioned to get a shot, and not knowing what speed 73 would be making, I stepped back.

Four black IC Geeps appeared, but their chant changed appreciably as the throttle was notched down to idle. The train was stopping. At that point, I recognized that the engineer on the lead unit, 9248, had been stretching his train during the slowdown. My next thoughts

acknowledged what I witnessed—the trains had hit the interlocking's detection circuits simultaneously, and the plant worked as it was designed. Neither train was cleared. Both enginemen complied with the signals and safely stopped their trains. "Now what?" I wondered.

The two head brakemen climbed off their engines and walked toward the diamond and one another. The IC man nodded a greeting as he passed me. I stood nearby, watching. The two spoke. Then a hand went into a front pocket and something shiny was tossed into the air.

I was amazed. After reading rulebooks and studying Peter Josserand's *Rights of Trains*, I thought I knew a little bit about operating rules, but the books did not seem to cover this. The decision of who goes first and who goes second was reduced to the toss of a coin!

The IC won the toss. No. 73's head man walked to his waiting cushion, while the CGW brakeman signaled his engineer. He then walked to the equipment shed. Since both trains were blocking York Road, the CGW needed to back up and clear the crossing and wait out the timer. A few moments later, both trains were in motion. The reverser on CGW SD40 401 was set to shove east, while the IC GP9's returned to their familiar chant as they accelerated west.

Fifteen minutes later, the passing of CGW 143 was nearly anticlimactic. ■



A Boy Scout's “monumental adventure”

The 1950 National Jamboree at Valley Forge was fun, but getting there
(and back) from southern California by rail was even better

By Steve VanDenburgh • Photos by the author

A HALF CENTURY AGO I was barely 15, in my third year of railroad photography, and enjoying the Monumental Adventure of a lifetime. In that summer of 1950, the National Boy Scout Jamboree convened at Valley Forge, Pa., and I was lucky enough to be a part of it (Section 12, Troop 28, Smudge Pot Patrol). Although the Jamboree itself [page 80] was a wonderful experience, the highlight to this impressionable young Westerner was getting there and getting back—all by rail.

We of Troop 28, a total of 38—four patrols of eight Scouts each, plus a troop Scoutmaster and five assistants—traveled to Valley Forge from southern California on “Jamboree Special 1208,” a train that traversed almost 4700 miles in eight days. (The “12” portion may have referred to our being from the Boy Scouts of America’s region 12; if so, presumably we were on its eighth special train.) We went north, then east, with seven impressive sightseeing stops along the way. After the Jamboree, while my troopmates completed their rail journey back home via a southerly route, I was “on my own” (with considerable help and guidance from aunts, uncles, and family

Having received its streamlined skyline casing just a month prior, 26-year-old SP 4-8-2 4310 pulls into Glendale to pick up a mass of teenagers who cared not about such matters.



MILDRED CLELAND VANDENBURGH

Half of Troop 28’s Smudge Pot Patrol—note the emblem on our bags—await our SP special at Glendale on June 21, 1950.

From left: the frowning author (my Kodak Brownie camera on my belt), Arnold Lancaster, troop leader Bill McNamee, and Dave Wickersham.

friends) for an additional 27 days of train travel, visiting, and railroad photography. (My troopmates took the same special train home, with sightseeing stops scheduled in Washington, D.C.; Atlanta; New Orleans; San Antonio; and El Paso.)





One reason I call this a "monumental" expedition was the variety of carriers that hauled me a combined 8600 miles. In sequence, they were Southern Pacific; Great Northern; Chicago, Burlington & Quincy; New York Central; Pennsylvania; Reading; Jersey Central; NYC and PRR again; Milwaukee Road; Chicago & North Western (including my first mainline cab ride); Rock Island; and finally a curtain call on the Espee. (Two other roads, Northern Pacific and Spokane, Portland & Seattle, deserve mention. The Portland-Seattle route, over which we ran as a Great Northern special, saw

pool passenger service on N, NP, and Union Pacific. Part of the 10 miles from Portland to Vancouver, Wash., was owned by the SP&S, and the 130-mile Vancouver-Seattle portion was owned by NP.) In addition to all those carriers, steam power of Chesapeake & Ohio and Illinois Central made cameo photographic appearances for me in Chicago.

This aggregation of more than a dozen Class 1 railroads set a personal "safari record" that still stands, with ease, five decades later. Mostly, that's because I've always been drawn to the challenge of photographing trains in preference to riding



On the Great Northern:
As close as we Scouts came to luxury travel was when the elegant *Empire Builder* pulled in, eastbound behind two shiny E7's, next to our special at Whitefish, Mont. The day had turned gray by the time I got a good portrait of our train, behind GN F3's, at Glacier Park station. As we crossed Stevens Pass, one of GN's two big (360-ton, 101-foot) 1947 electrics passed us, leading a westbound freight.





Scouting the nation by rail, 1950

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them, so I've never considered trying to exceed my mid-century count.

Fourth car from the rear

Our train originated in Los Angeles. Judging from my notes and photos, it was made up of at least 15 cars: the baggage car; a car behind it that was probably the crew's dorm; four SP arch-roof, four-axle suburban ("sub") coaches; a couple of "tourist sleepers" for Scouts; two Pullmans, mostly for leaders and officials; one or two diners; and, finally, at least four more SP subs.

Our patrol was in the fourth coach from the rear, SP 1127, and I found the train's rearmost vestibule a good vantage point from which to take photos. We slept in pairs, somehow spanning the gap between the facing seats. Suffice to say, I've been much more comfortable trying to sleep.

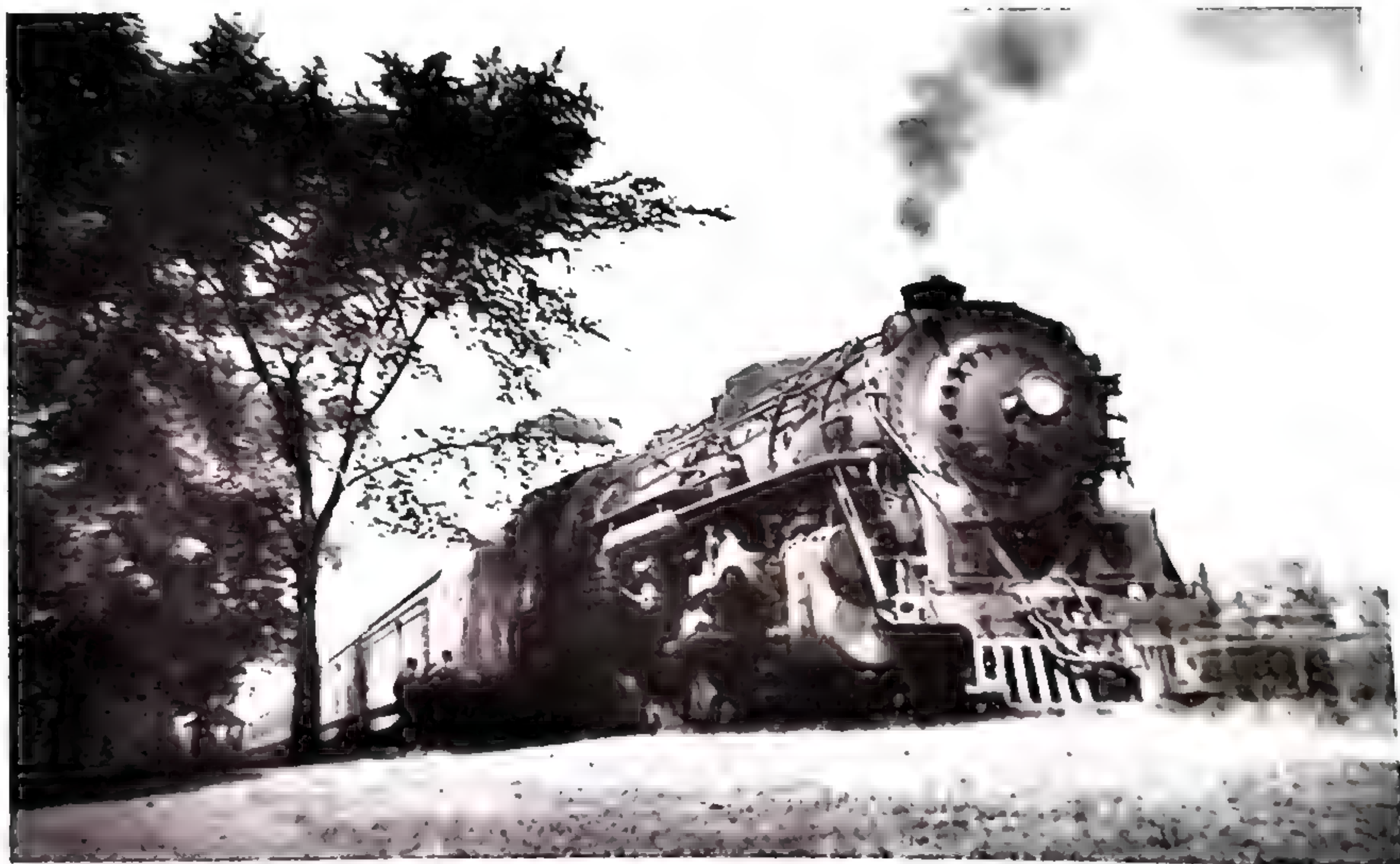
About 275 of us were aboard, representing 7½ troops from five southern California councils (225 Scouts, 42 leaders, and 6 council officers, including a dentist and a physician). All the people from the three troops in

our Pasadena-San Gabriel Valley Council, a total of about 114, boarded at Glendale on June 21. About 67 Scouts and leaders from Orange County and San Diego had boarded at Los Angeles, and we also picked up one troop at Ventura and another 1½ troops at Santa Barbara. The entire southern California contingent at Valley Forge totaled

at least 1250 people.

En route east, we spent some hours off the train sightseeing. We were in Seattle on June 23, and at Glacier National Park the next day; we detrained at Belton and reboarded at Glacier Park station. We stopped in cold and gloomy Minot, N.Dak., for church services on Sunday morning, and arrived in Chica-

While my troopmates perused Henry Ford's Greenfield Village in Dearborn on June 27, I zeroed in on a more important target: 5349, my first NYC Hudson.



The Jamboree had a railroad connection —and much more

VALLEY FORGE National Historical Park (in 1950 it was a state park) is about 22 rail miles northwest of downtown Philadelphia, on the south bank of the Schuylkill River. The park preserves and commemorates the site where Gen. George Washington and his Continental Army spent the winter of 1777-78, before defeating the British—with help from the French—during the Revolutionary War. For 13 days in 1950, about 625 acres of parkland became the site of the Boy Scouts' second National Jamboree, beginning on June 26 (the formal opening and closing ceremonies were on June 30 and July 6). Peak attendance exceeded 47,000

Boy Scouts, Explorer Scouts, Sea Scouts, leaders, and senior Scout officials from all 48 states, U.S. territories, and more than a dozen foreign countries.

The encampment proved to be quite a happening. For example, the attendees reportedly consumed 432,160 quarts of milk, 125,000 donuts, two freight-car loads of cereal, 25 miles of hot dogs, and 480,000 pancakes (which, if stacked one atop the other, "would be more than 10,000 feet high" according to the official Boy Scout summary). Burp! These and other needs were served by 4400 "patrol kitchens" (as I recollect, KP duty rotated among the four patrols in our 38-member troop), plus 600 showers and 1200 latrines.

On a more serious level, the assembled multitude was treated to a visit—with a rousing speech—by President Harry S. Truman. On the evening of July 4, appropriately, Gen. Dwight D. Eisenhower gave an inspirational address (the Korean War had begun nine days earlier). Ike's talk was followed by a spectacular display of fireworks. As John M. McCullough of the *Philadelphia Inquirer* said the next day, "Many events at this jamboree have been called 'indescribable' simply because the people who are supposed to describe them have fumbled pathetically for the right words. And last night, again, was such a spectacle . . . a sight once seen, never forgotten." He nailed it.

All told, this extravaganza included one surprise after another, for seven full days—a truly remarkable conglomerate of experiences and emotions, exhilarating and otherwise (in the latter category, incidentally, was my first case of athlete's foot).

About 80 percent of the Jamboree attendees arrived and left by train at nearby Valley Forge station and the auxiliary Port Kennedy station on the Reading, and at Betzwood station across the Schuylkill on the Pennsy. For these two roads, transportation associated with the



Troop 28 leader R. W. Gerhart leans toward the track as two-year-old Reading G-3 Pacific 215 arrives at Valley Forge one day during the Jamboree to take a trainload of Scouts into Philadelphia to sightsee.

encampment was a formidable challenge (in fact, even the President journeyed to and from Valley Forge by train). *Railway Age* indicated that the Reading ran 110 special trains, involving 50 locomotives and 450 cars, to handle its share of the Scout invasion, while PRR operated 50 specials with 150 locomotives, 350 coaches, 100 baggage cars, 75 diners, and 75 sleepers. Further, both roads had to find room to temporarily store the flood of incoming cars, utilizing yards as far away as Pottstown, 20 miles to the northwest, and Philadelphia.

Moreover, the cars required servicing before departure. Indicative of the task at hand, PRR alone brought in 30 carloads—750 tons—of ice to its various yards for the cooling and food-refrigeration systems of the Scout specials. As if these challenges weren't enough, both carriers provided shuttles to and from downtown Philadelphia for thousands of sightseeing Scouts.

Although Jamboree-related railroad activity was most feverish in southeastern Pennsylvania, many roads were involved nationwide. According to *Railway Age*, the overall effort constituted "one of the largest coordinated rail movements in history." Surprisingly, to me at least, *TRAINS Magazine* made no mention of the Jamboree and its associated railroad logistical accomplishments, although it did give brief coverage to the subsequent Jamboree in southern California in 1953 [page 10, November 1953 *TRAINS*].—Steve VanDenburgh



A brief visit to NYC's steam facilities at Harmon, N.Y., on July 12 netted B&A K-14 Pacific 580 riding on the turntable. This was also the site of my first cab ride: an invitation to board NYC J-1 Hudson 5273 as she eased south to join Mohawk 3144 and Niagara 6003.

go Union Station on Monday evening, the 26th. We had to make an unscheduled stop on the GN near Wellsburg, N.Dak., after we hit a light truck, a collision that, unfortunately, killed the driver.

After an overnight run from Chicago into Michigan, we had all morning at the Henry Ford Museum and Greenfield Village in Dearborn, just outside Detroit. We rode across southern Ontario that afternoon on New York Central's Canada Southern, and had four hours in the evening at Niagara Falls. Another overnight ride took us to West Point, N.Y., for breakfast and a tour of the U.S. Military Academy, and we spent almost 24 hours in New York City.

Our ride through Canada was unremarkable, except that I saw and photographed my first (and only) track pan between the rails at Milepost 91 west of Niagara Falls, and captured a magnificent image of the falls themselves and their plume of spray, all through our coach window.

From West Point, we continued south along the Hudson to Weehawken, N.J., terminus of NYC's West Shore Line passenger service, where we ferried across the Hudson River to the 42rd Street terminal in Manhattan. After staying overnight in the city, we reboarded our same

cars the next day at Penn Station, departing at 1 p.m. on the PRR and ending our journey at 3:30 p.m. in Betzwood, Pa., across the Schuylkill River from Valley Forge.

For locomotives, good timing

My euphoria over this 1950 trip was fueled in part by blind-luck good timing. In a different year, would I have seen such a diverse and photographically tantalizing blend of steam (in the majority) and diesel (the minority)? Perhaps not. The chemistry certainly was there. And, oh, how gorgeous was the steam, almost none of which I'd seen before—or would ever see again, inasmuch as my next trip east of Denver with an appreciable railroading component would be 31 years later.

Yet even the internal-combustion power of mid-1950 was not half bad. Highlights included colorful E7's on the *Empire Builder*, and GN F units, in Montana; sparkling new C&NW F7's in Chicago; two gray and maroon Milwaukee Road E7A's on the *Morning Hiawatha* in Columbus, Wis., and—best of all—a pair of Chicago & North Western E7A's leading a 400 from Chicago to Milwaukee (more on which soon).

So much for the diesel minority report. Let's talk steam.





Repeated trips to town during my two-week stay at Black's farm south of Columbus, Wis., yielded some enjoyable railroad sights such as Milwaukee No. 6, the *Morning Hiawatha*, pulling away from the depot behind one of the road's 28 handsome 4-6-4's.

The Smudge Pot Patrol?

SOME OF US "of an age" remember the little spherical smudge spots, perhaps a foot in diameter, which would guard highway construction sites, adjacent to portable barricades. Our Boy Scout Smudge Pot Patrol was not named for these—our pots have a stack that reaches about 4 feet high and an oil-reservoir base, either cylindrical or square, that's about 2 feet wide.

Citrus fruit trees are notoriously sensitive to subfreezing air temperatures, and one frost deterrent in common use 50 years ago was a smoke-belching, oil-fueled heater nicknamed the smudge pot. During winter, these low-tech contraptions were deployed, by the hundreds of thousands, in the orange and lemon groves that dominated the part of southern California from which we of the Smudge Pot Patrol hailed.

The nickname derived from their ability to generate a protective pall of sooty smoke that, in aggregate, far exceeded even the most copious emanations from a poorly fired steam locomotive.—Steve VanDenburgh



My favorite locomotives of the trip were numbered 4, 143, 1175, and 3144-5273-6003.

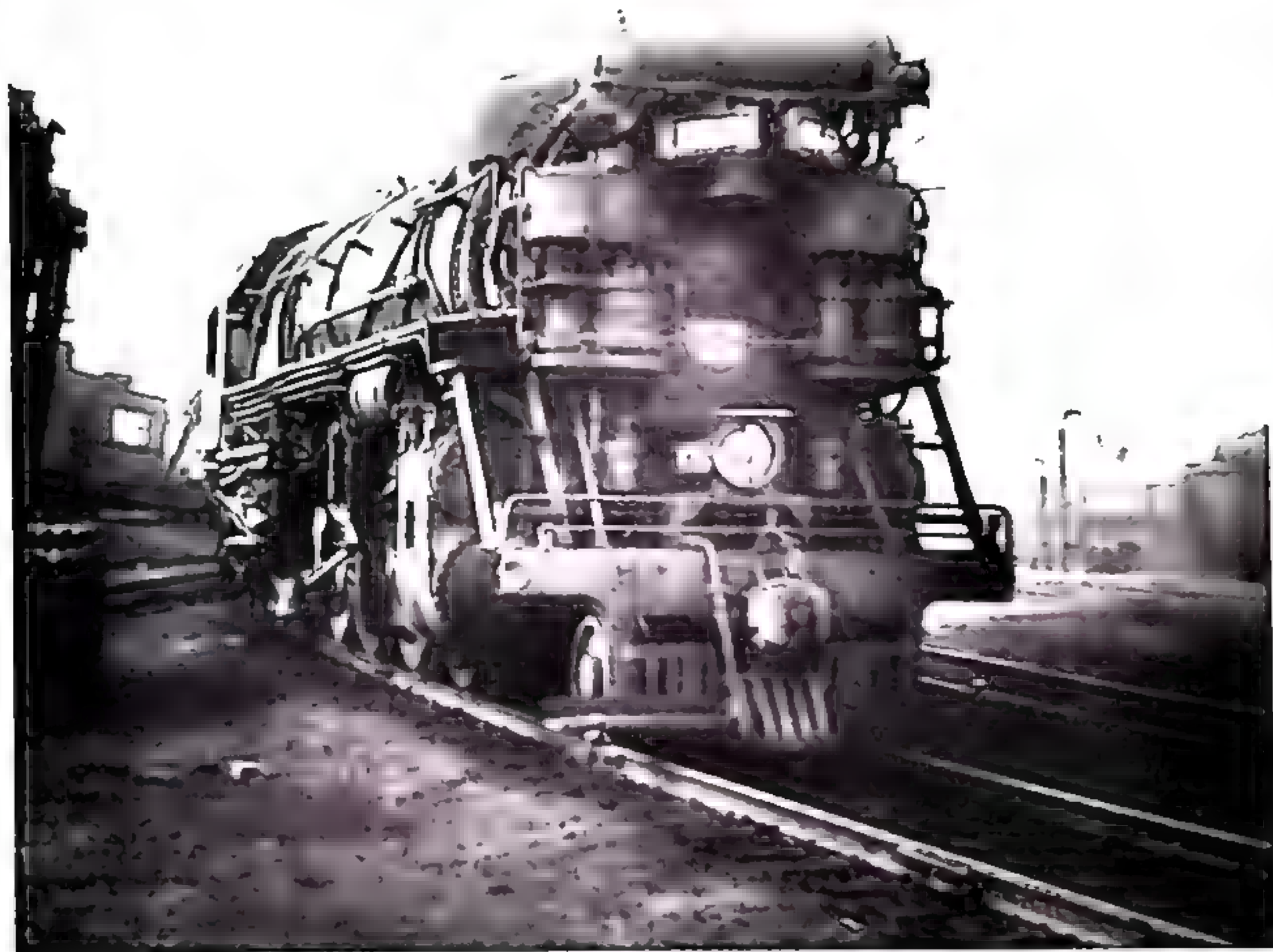
No. 4 was a rare, streamlined, 84-inch-driven A class Milwaukee Road 4-4-2 gliding into Madison, Wis., on a July afternoon with just two passenger cars in tow. No. 143, also of Milwaukee pedigree, was a hand-

some, businesslike 4-6-4 at the station in Columbus, awaiting the highball for the sprint to Milwaukee with a lot more than just two cars behind its drawbar.

No. 1175, seen in Chicago, was "only" a 2-8-2, but in typical Chesapeake & Ohio style, was formidable, even intimidating in appearance, with everything but

the kitchen sink hanging from its smokebox.

The final trio was a quintessential New York Central gathering at Harmon, N.Y., of Mohawk, Hudson, and Niagara, each sporting a big centipede tender. Could any boy of 15 have been anything but awestruck by this six-locomotive aggregate?



To New York, then west

The Harmon interlude was on the first portion of my post-Jamboree solo adventure. An aunt and uncle drove me from Valley Forge into Philadelphia on July 6, and I left Reading Terminal aboard the 5 p.m. train on the through Jersey Central route, to Plainfield, N.J., to visit another

aunt and uncle. This uncle accompanied me on the 11th into New York City; we took the ferry from Jersey City to Manhattan, and the subway to Grand Central Terminal. I then rode the Central's local leaving at 9:31 a.m. to Harmon, N.Y., to visit family friends in Ossining.

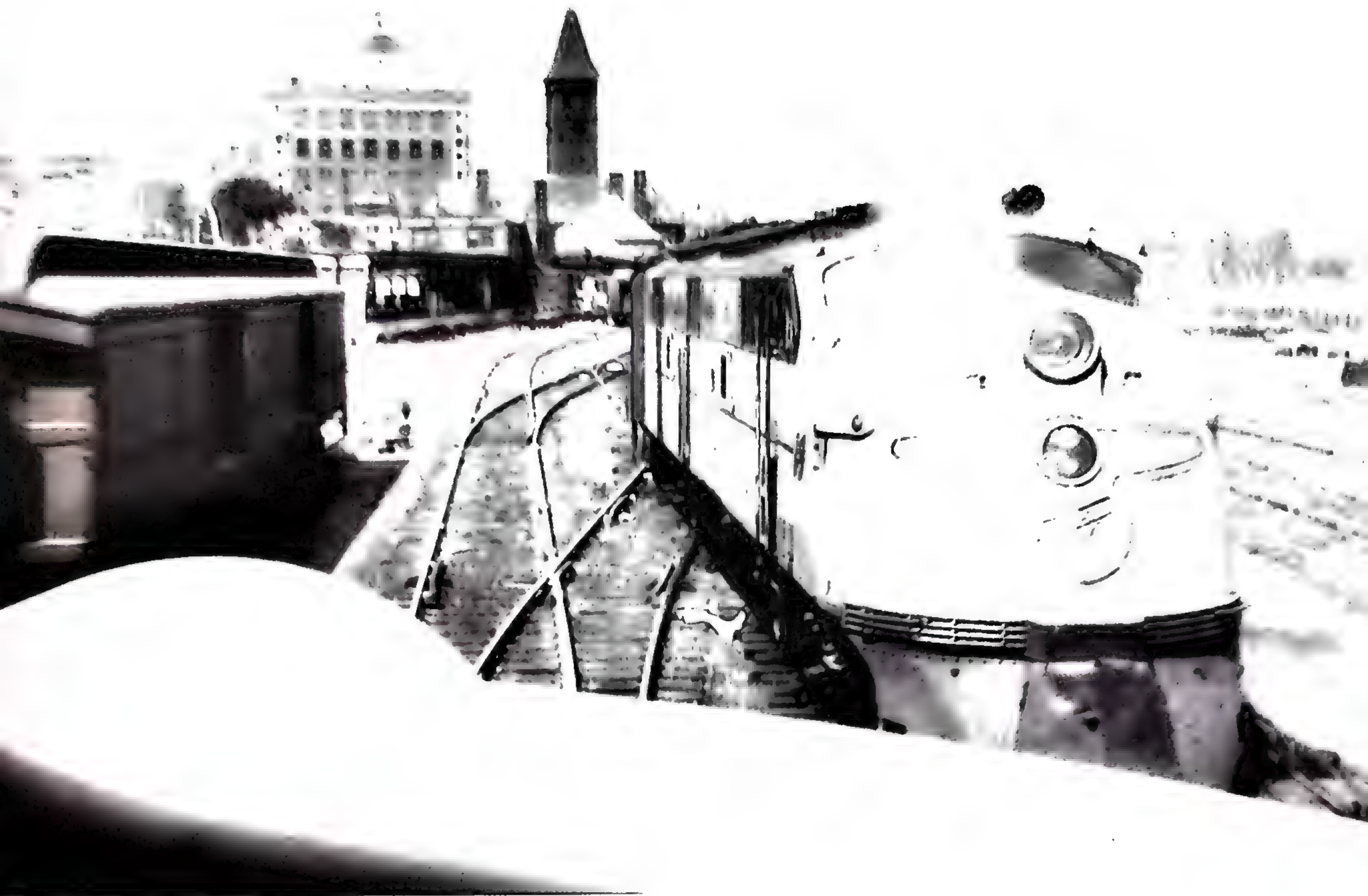
My westward journey began

on July 12, with a return to Grand Central on an NYC local and a transfer to Penn Station for the 5:45 p.m. departure of PRR's *Pennsylvania Limited* for Chicago. I connected at Union Station to the Milwaukee Road's *Morning Hiawatha* to Columbus, Wis., and spent a delightful fortnight on the farm of Theron and Wilma Black south of Columbus, only 1½ miles from the farmhouse where my mother was born in 1901. (Wilma's and Mom's parents had been close friends when my grandparents and their family moved to California in the early 1900's.)

The Blacks' oldest son, Bill, had a somewhat milder case of train fever than I, but he was old enough to drive, so he and I somehow found the opportunity to go trackside in Columbus several times and take a trip into Madison to check out its rail scene. On Friday, July 28, I rode the *Morning Hi* back to Chicago and made a formidable transition—in less than 4 hours—from the Blacks' Wisconsin farm to the upper, executive levels of the Chicago & North Western headquarters building just north of

The biggest engine I saw in Wisconsin was Milwaukee S-2 Northern 231, charging across the Crawfish River into Columbus. Forty-four years later I'd see a similar performance by younger S-3 sister 261. MILW 4-4-2 No. 4 ambled by C&NW's station in Madison less than a year before retirement.

Somewhere in Chicago on July 31, I found this C&O Mikado. I likened its "bushy browed" appearance to the usual description of John L. Lewis, president of the United Mine Workers.



A "marquee day": North Western E units meet in Milwaukee as my cab ride from Chicago nears its end. The day began with an RDC ride. Two sets of new C&NW freight F7's were sparkling clean.

Union Station, where I arrived on the *Hi*. My congenial host for the weekend in was Edward C. Vandeburgh, a family friend and possible distant relative who was North Western's Chief Engineer and lived in the northern suburb of Winnetka.

Through "Mr. V's" influence, I was able to enjoy—on July 31, my last day around Chicago—

the marquee railroad experience of my entire six-week trip: my first mainline locomotive cab ride. The day began with a ride on a suburban train from Winnetka into North Western Station, on a run that happened to be assigned three RDC's. North Western was Budd's second RDC customer, but it would buy only the three cars.

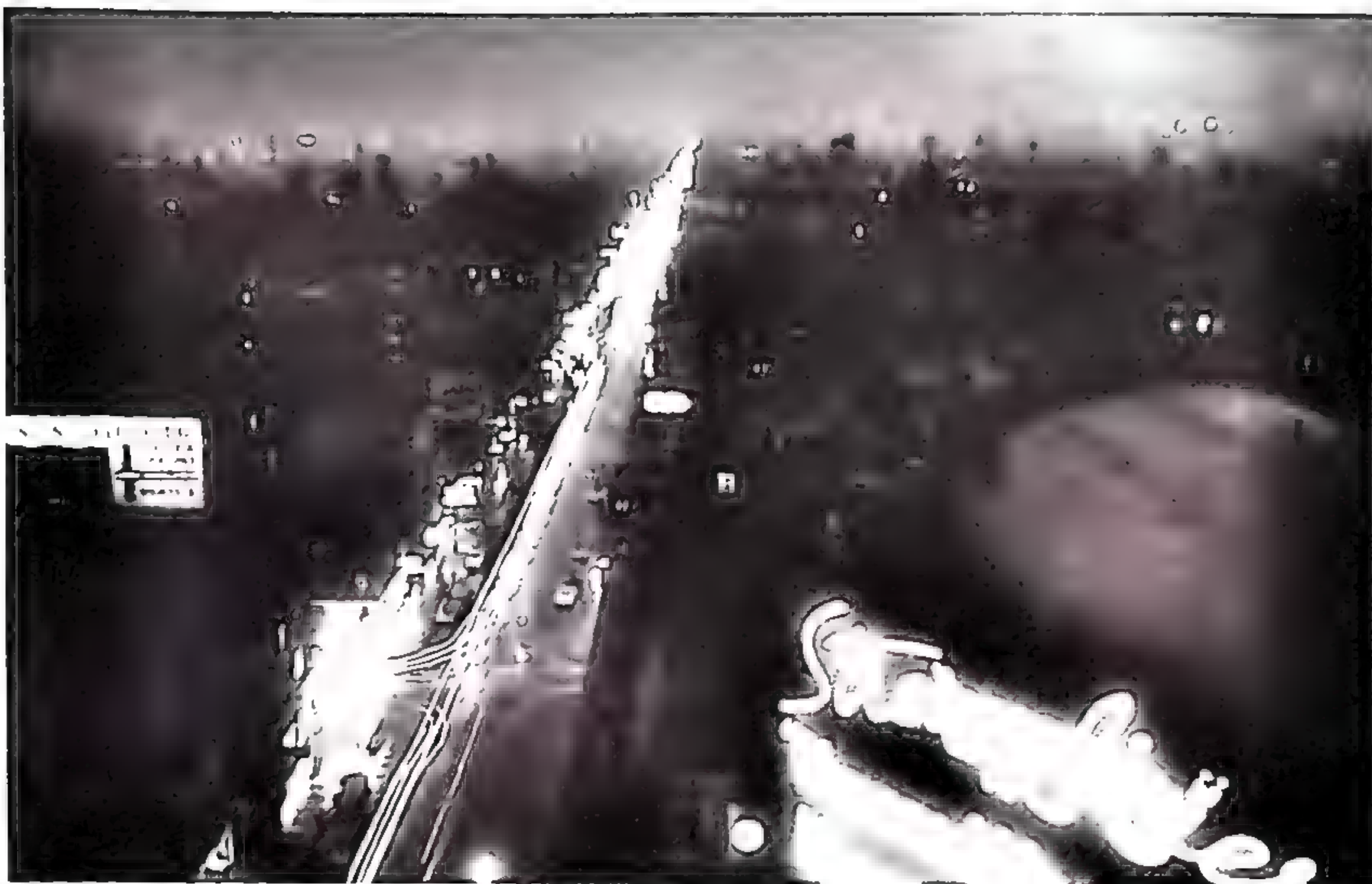
Details of my cab ride to Milwaukee on C&NW E7A 5016B are frustratingly sketchy, but my best guess is that our train was the *Flambeau 400*, which normally made the 85-mile run in 85 minutes, including four intermediate stops. I savored all the sights, sounds, and smells possible, though, from my vantage point in the cab.

When I moved to Chicago from Milwaukee, Mr. V. assigned an Engineering Department undergraduate to guide this smarty-pants 15-year-old around some of the city's rail attractions. We went by car, and the man was, understandably, not a totally happy camper. I was in heaven, though.

I have no idea exactly where we found the pictured sets of two-month-old C&NW F7's, nor that glowering Chesapeake & Ohio 2-8-2, although since Illinois Central 4-8-2 2426 and other engines were steaming nearby, it may have been at the engine facility for IC's downtown South Water Street yard.

The last leg of my odyssey began that evening when I boarded the *Imperial* at La Salle Street Station. After five weeks in the East and Midwest, I was headed home, via the Rock Island-Espee Golden State Route. Finally, on the 43rd day, I alighted in Alhambra, Calif., the most accessible stop to our home near Glendora in the far eastern San Gabriel Valley.

All in all, the trip was a great way for a kid from a then-rural part of southern California to spend six weeks in the summer



of mid-century. Yes (have you heard this before?), I wish in retrospect that I had written down, or just plain remembered, a lot more regarding the railroads and trains. In fact, because of these deficiencies, I've had to rely on "retrospective guesses" regarding geographic and other details associated with a few of the six dozen rail-related photo-

graphs I took on the trip.

I also wish I'd gotten more pictures, and had something more capable than my trusty, but overmatched, Kodak Brownie Six-20. Never mind, though. The sum total of what I did experience more than qualified as a monumental adventure . . . by almost anyone's standard, I'd guess. ■

My first time exposure looks west on Chicago's Madison Street from the office of "Mr. V.," my gracious C&NW host.

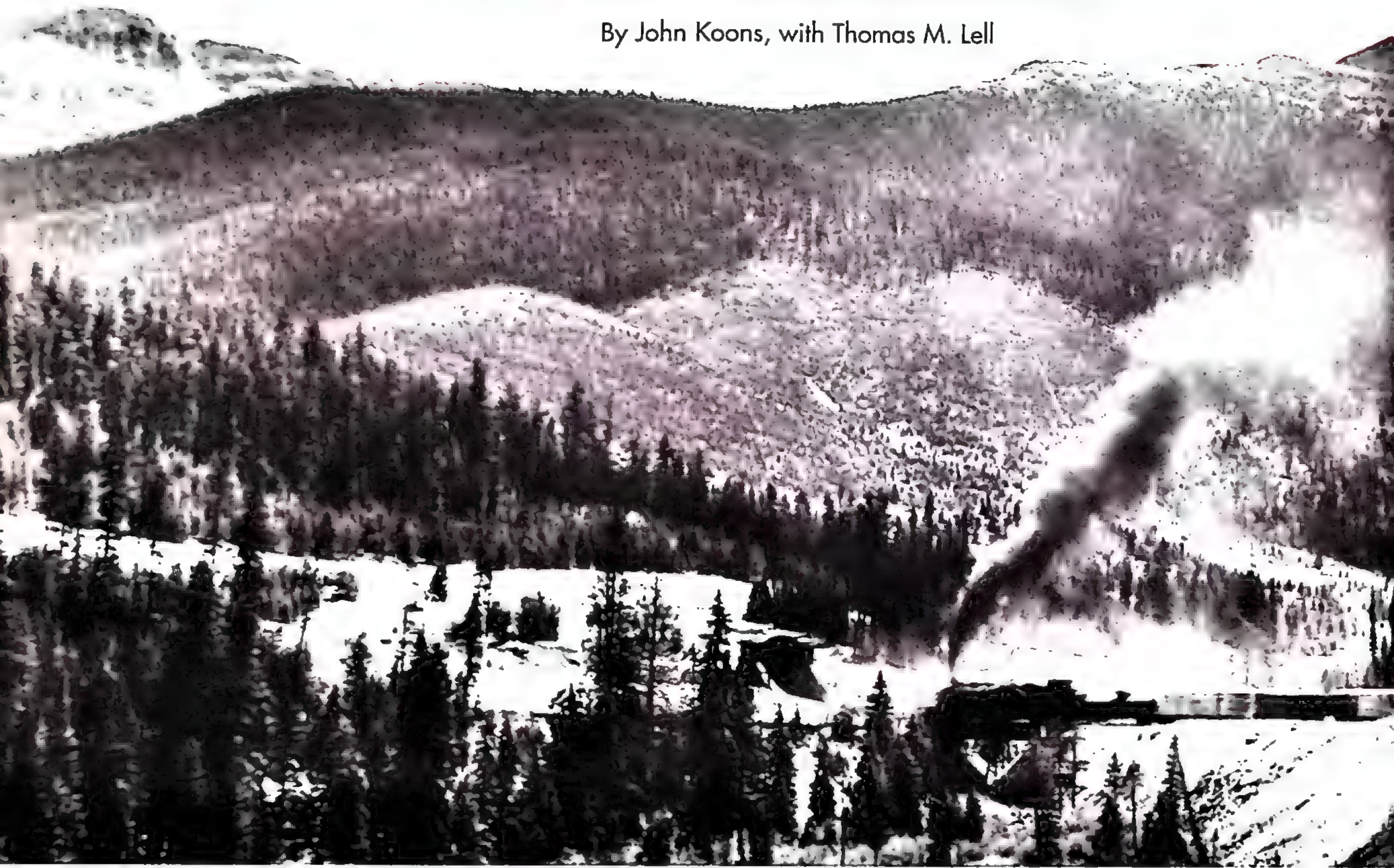
During the long stop at Pratt, Kans., I photographed my last train, the *Imperial*, its lead E7 carrying green flags.



Rocky Mountain

A retired Rio Grande man recalls life in the cab in Colorado

By John Koons, with Thomas M. Lell



JOHN KOONS grew up on a farm in Ohio. Listening to steam trains in the night, he knew railroading would be his life. After a move to Colorado, he realized his ambition on the Denver & Rio Grande Western, Denver & Salt Lake, and Santa Fe. After starting as a locomotive hostler, he was promoted to fireman, then engineer. He was all-business at work and expected the same from others. Though the light of pride still shone in his eyes when he talked about his 31-year career in a 2000 interview, he found nothing remarkable in any of it. He just did his job, and he loved every minute of it. John Koons died in November 2001.—Thomas M. Lell

I WAS BORN IN 1911 and raised on a farm near St. Mary's, Ohio, about 5 miles from the Nickel Plate Road to the south, and 6 miles from the Erie to the north. When the wind was right, I could hear the trains rumble, and I could tell when the weather was going to change by the sound of the whistles. I had two brothers who worked for the Pennsylvania, one firing and one as engineer. I always wanted to railroad, but in 1932, when I was 21 years of age, you couldn't buy a railroad job. So I was left to farming till I went to work in Dayton, Ohio, in the foundries.

I left Dayton on December 10, 1944, for Colorado. I worked in a machine shop in Littleton till after the war was

over. One day I was in a barbershop, and a fellow said he'd just hired out as a fireman on the D&RGW. So I got out of that barber chair and went right down to Burnham [Rio Grande's Denver shop and offices]. I talked to a guy there. He sent me downtown, and I went to work.

I hired on the Rio Grande on August 27, 1945. I started and finished on the Rio Grande. One time when I was cut off, a friend and I hired out on the Santa Fe at Canadian, Texas. We worked east to Waynoka, Okla. It was all steam engines, oil-burners. I worked on the Santa Fe for about three months, then I was called back to Denver.

I came back to the Rio Grande, but I got cut off again and went over on the

rrroadr



FOREST CROSSEN

With 2-6-6-0's fore and aft, an eastbound Denver & Salt Lake freight heads into the Moffat Tunnel.

Fireman Koons (at left) reviews train orders with his engineer on a 3600-class 2-8-8-2 in 1949.

Moffat [Denver & Salt Lake Railroad]. I fired on the Moffat in 1947. Once, when I was cut off as a fireman from both the Rio Grande and the Moffat, they needed some brakemen on the Moffat, and I went braking. I broke over there for about six months.

I got my first training as a hostler helper in the 4th Street yard in Denver. Six months later I was a hostler and I had a guy helping me. We fired the engines, got 'em out, and got 'em ready—coaled them and sanded them and





PHILIP R. HASTINGS



THOMAS M. LELL COLLECTION

When work dried up in Denver in the winter of 1952, Koons moved down to Alamosa, where he kept warm hand-firing narrow-gauge Mikados over snowy Cumbres Pass. Later that year, Koons just missed getting called to fire 4-6-6-4 3703—which blew up south of Denver, killing all men in the cab.

everything. They'd get an engine out there and we'd go down and put sand in the sandboxes. We took care of the diesels, too. After that I made fireman.

After the Rio Grande took over the Moffat [in April 1947], I caught a lot of runs out of Denver up to Phippsburg. I hand-fired the small engines that were on Nos. 9 and 10, the little passenger train that went to Craig. It usually had a baggage car and a coach.

In about February 1952, I was cut off in Denver, so I went down to Alamosa and hand-fired engines from there to Chama, N.Mex., on the narrow gauge. A lot of the engines running on the [preserved Durango & Silverton and Cumbres & Toltec Scenic] narrow gauge now are the same ones I fired. I was down there for a month, then came back and worked Denver to Bond.

I was promoted to engineer in 1956. I'd be set up for a month or so then set back to firing. That's how it always worked then. I've been cut off and called back the same day. But I never ran on the road as a steam engineer.

What a fireman had to do

The first thing you had to do was keep up the steam. You needed the right amount of fire and the right amount of water. You had to watch your water gauge and keep the steam up.

Sometimes, a bad fireman can make a good engineer look bad, and vice versa. If you had good engineers, they kind of helped you along. I took just one student trip out on a steam engine, Denver to Pueblo and back. I fired from Alamosa to La Veta on 3600-class [2-8-8-2's] with no problems. Never had any trouble hand-firing on the 4 percent grade out of Chama either.

My first day trip coming back from Pueblo, we lost the steam and the engineer tried to fire it and couldn't. The brakeman was trying to help, and he couldn't. But we had coal that was more slag than anything else, and it just built up in there. I think we stopped two or three times to shake the grates down to get enough coal in there to get us to Colorado Springs. We took coal there, and after that, we didn't have any trouble.

When I first hired out, sometimes they'd get some awful coal. But then they got what they called Moffat coal. There weren't any clinkers or anything with that. It burned clean. If you didn't watch out, you wouldn't even have a fire in there. You had to be very careful, when you were sitting around, to put some coal in once in a while.

The 3600's were mechanically

stoked. You couldn't have kept one of them lit by hand. I don't know how many feet it was, but if you took a shovelful of coal you could hardly throw it to the front of the firebox.

I fired helper engines for a couple of months at Tabernash. They had the 3600-class engines stationed there. I also fired helpers west through the Moffat Tunnel. It wasn't bad. You learned to shut your windows, dampen some waste, and hold it over your mouth. I've seen it worse with a diesel going through there. If you came in just after another train went through and they hadn't blown it out, you couldn't see 10 feet in front of you on a diesel.

There was an engine, the 3703 [a 4-6-6-4], that blew up south of Denver near Louviers. There were four people killed. It was a Sunday morning [October 19, 1952]. Ducky Malloy was the engineer and Jitterbug Taylor was the fireman. Taylor caught it off the extra board. He was just ahead of me. He caught that engine, and I caught a switch engine.

You might say it saved my life. Could be, but maybe not. Maybe I'd have been more watchful, more careful. That's one thing I always said: I was gonna have water whether I had fire or not.

Passenger firing wasn't much different

One day I caught a freight train west out of Denver to Bond, and the next train home was a troop train. A traveling engineer told me I was going to get run around because that next train was passenger [implying I wasn't qualified, so the job would go to the next man].

I told him I'd already been bringing in troop trains out of Pueblo, so he said, "Well, I'll ask the engineer." He asked the engineer if he'd take me, and he said he would. So the traveling engineer said, "You guys are OK'ed to take the train in, and when you get to North Yard, tell them Koons is OK'ed for passenger." There was no different technique for firing passenger; they just wanted to make sure you weren't going to strand anybody out there.

When the *California Zephyr* was running, I fired on that. I held a regular turn on it in the late '50's and early '60's. I also worked a passenger turn south, Nos. 1 and 2, for a while. The Missouri Pacific had a train [*Colorado Eagle*] that used to come in to Denver; the Rio Grande handled it north of Pueblo as Nos. 3 and 4. I held that quite a bit.

On the Moffat, first we had the D&SL

power, the smaller engines. Then they took the big 3600's over there, then we eventually went to diesels. The Moffat engines were not hard to fire. They called them the Little Mikes. They had stokers on them. The stoker engines were easy to fire, but the passenger engines that were hand-fired weren't hard to work with, either.

When I first came to the Rio Grande, they already had some diesels, but not too many. They were the 540 class [Electro-Motive FT's]. They talk about fireman's duties on diesels. You had to go back there whenever they started pulling and put the fans in to keep the engines cool going uphill. Just as soon as they stopped, if it was cold out, you had to go close 'em up so the motors wouldn't cool off and freeze up. Then when they started out again, you had to go put the fans in. Then when they used the dynamic brake, you had to go put those fans in to keep the grids from burning up. So there was a lot of work at that time.

Every siding you went in, and every meet you made, the fireman was very busy. Going in, just about the time you got them all taken out, you'd get the

Koons found the hand-fired ex-D&SL "little engines" on the Denver-Craig passenger train "easy to work with." In 1939, before the D&RGW merger, Moffat 4-6-0 302 nears Tolland with the Craig train.



block. Then you'd start off and you'd have to hurry and put 'em all back in. You did this to all the locomotives in the consist. Also, they had shutters up along the side for the radiators. You had to go open and shut those, too. Those were all worked by hand.

When all didn't go right

I only had one serious derailment, on a train coming in up above Plainview. A huge rock came down about eight cars back of the units and put six or seven cars over the bank.

Another time, we went west out of Denver on No. 7 [the *Prospector*] on a Sunday afternoon. It had been raining all day. I was with the engineer and we had to go into a siding at Pine Cliff, waiting on the *California Zephyr* to come down. Out of Pine Cliff, west, was a tunnel. So, we were sitting there waiting and waiting and waiting. Pretty soon a car came down the road, and the driver asked us if we were waiting for a train to come down. We said, "Yeah," and he said, "Well, the train came out of the tunnel and I think it went in the creek up there. I think it turned over. It just disappeared."

So I called the dispatcher and told him what I'd heard, and he said to try to find out. Pretty soon another guy came down and he said there were four units and a baggage car turned over, but everybody was out, and there was nobody hurt. They had hit a washout.

The dispatcher said if it had been a couple minutes later, he'd have held the *Zephyr* at Rollinsville and sent us up there. I've often wondered if we had

gone up there and hit that spot, if we'd have turned over and maybe we'd have been hurt.

Working the *California Zephyr*, you'd go to Bond, tie up, and come back on the eastbound *Zephyr* the next day. Then you'd lay in a day and do it again. I was firing at the time, when they called me on my day off, Christmas day, to go west. Well, I went west and I had a road foreman with me. We got into Bond, and I went to sign in. While I was signing in, a train out of Phippsburg called and said they'd turned the train over up at Crater. I believe it was a 10-mph curve there. They came down too fast and turned all the units over, all but 10 cars and a caboose of a 40-car coal train.

There was another fireman there. He had gone out on the *Zephyr* and had a road foreman with him because he wasn't OK'ed, just like me. So the head brakeman, the other fireman, the two road foremen, and I went up there. The fireman and the head brakeman on the derailed train were pinned in there, and I helped dig them out. We were all in there shoveling.

When the units went over, the door in front of the fireman got pushed in, and it was like a scoop. It just filled that cab with snow, rock, and sagebrush—just filled her right up. It was just us, no sectionmen or anyone else there. I think we got the tools out of the caboose. I forget how long it took us to get both of 'em out.

The road foremen wanted to stay up there, but didn't want to let us go back to Denver by ourselves. They found an-

other engineer and sent the other guy in with him. Then the foreman turned to me and said, "I'm gonna stay up here, but you go in by yourself. If you make it OK, you're OK'ed on the road." I caught a freight back.

Radios and lady railroaders

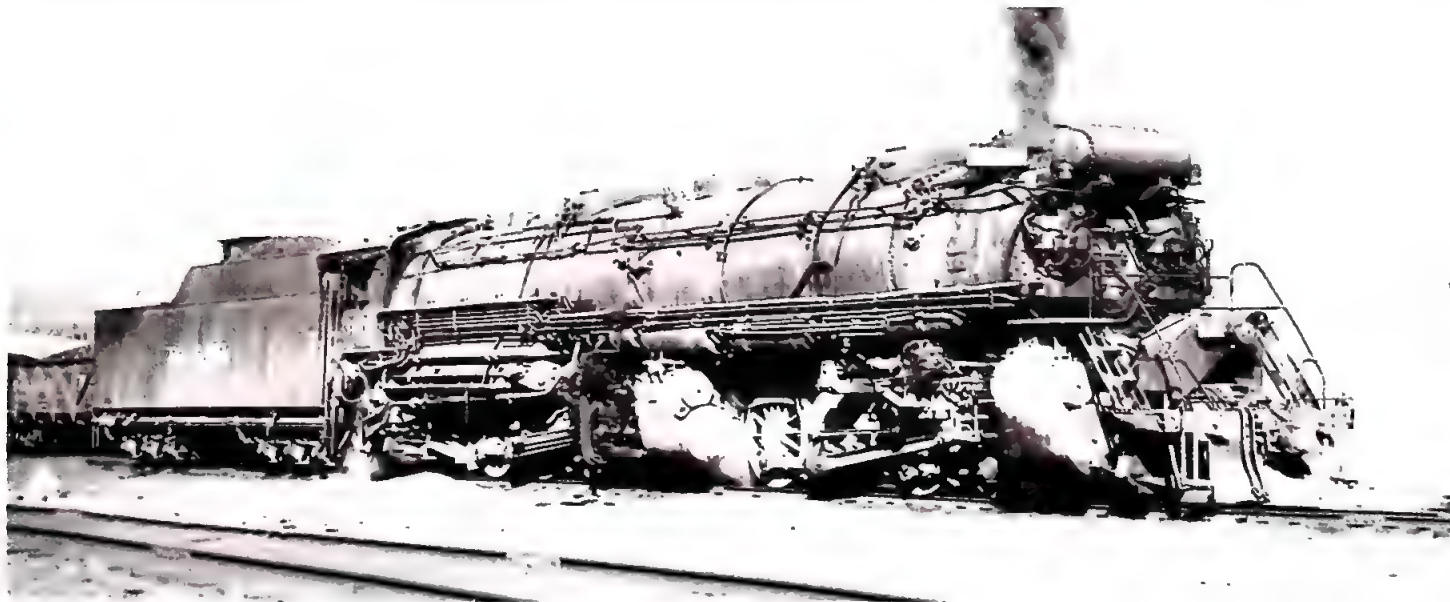
We didn't have radios until I'd been there a lot of years. We didn't communicate with the caboose. When you put a steam-engine helper on the rear of a train, they wouldn't know what was going on until the engineer had set the air. The helper engine cut his air out, and they'd wait till the head engineer released the brakes. Then they'd wait so many minutes for the brakes to start kicking off.

They'd shove on a caboose with a helper. They put blocks in there to keep the coupler from going sideways. I rode in cabooses when I was braking, and I deadheaded in them. It was a good way to see the scenery.

We had a train coming in from the west one time. It had helper engines on the rear, and was somewhere near Hot Sulphur Springs. There was a flatcar ahead of the helper, and they were pushing pretty heavy, I guess, but it jumped the track and went clear across the creek. It made the prettiest bridge you ever wanted to see—went right off and over, hit the other bank, and there it was.

The equipment got progressively better and easier to operate. Any woman could learn to operate a diesel. The Santa Fe used to have a lot of them. I used to meet some of those women hogheads down there [on the Joint Line]. They'd come down there just flying.

Rio Grande's first 10 3600-series 2-8-2's were the world's largest locomotives when they were built in 1927. No. 3609 is seen at Tabernash, where Koons worked firing these giants in helper service.



JOHN TUDEK COLLECTION

worked with the first woman brakeman on the Rio Grande. The crew chief said, "Whatcha gonna give me not to call your wife?" I said, "What do you mean?" he said, "You got a lady student brakeman, the first one."

There used to be a certain amount of drinking on the railroad, but not by me. One time a guy brought a bottle on, set it in the control stand, and I discovered it. I asked him if it was his, and he said, "No." So I said, "I'm gonna smash it against that building there."

"Oh don't! That's mine," he said. I replied, "Don't ever bring it up here." I told him, "Whatever you do out of the cab of the locomotive is your business, but you are in the cab of my engine. Any time we're running, the cab of the engine is under my control."

Good road, good men

The Rio Grande was the nicest railroad to work for. The Moffat was OK, too, but on the Rio Grande all the guys I worked around, all the officials, they were all very nice to me.

Most of the road foremen were real good to work with. Most of the men I worked with were good guys, too. Everything went along fine. I enjoyed it all. I was *promoted* to engineer. Nowadays they can just hire them, take them out for training, and they become an engineer.

Railroadmen used to enjoy it. It was a thrill for them. Now, it's just a job, the way I understand it. About any railroadman that I talk to now tells me, "You don't know how lucky you are that you're not working."

I like the mountains. Sometimes there'd be a lot of snow up on the Moffat; you'd go out of Denver and it would be nice, the sun would be shining, but you could see up over the mountains that it was awful dark. Then you'd come out of the tunnel and it'd be snowing and blowing so you could hardly see. Every time you went up through the mountains, you saw something different.

I loved those steam engines. They were fascinating. That's why, back home, I'd listen for the trains. You can't beat the sound of a steam engine. The guys that ran them were the true engineers. It wasn't like diesels, with just a throttle and dynamic brake levers. It took a lot of skill to bring a loaded train down the mountain with just air.

I have no regrets. I wish I could have got on the railroad in my earlier days in Ohio. But then again, it wouldn't have been the same. That was all flat country back there. ■

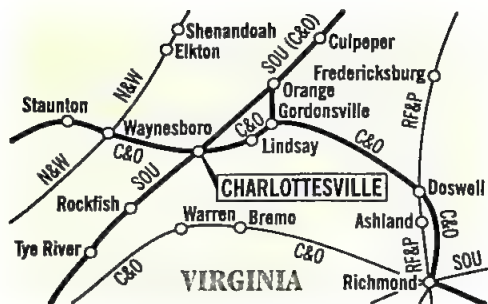


W. H. MITCHELL



DONALD W. HILL

In the late 1950's and '60's, Koons held a regular job as fireman on the *California Zephyr* between Denver and Bond. Electro-Motive FT's had no fire or water to worry about, but a fireman had plenty to do on them, such as manually operating fans that were automatically controlled on later diesels.



One day at . . . Charlottesville, Va.

By Ken Kraemer • Photos by the author

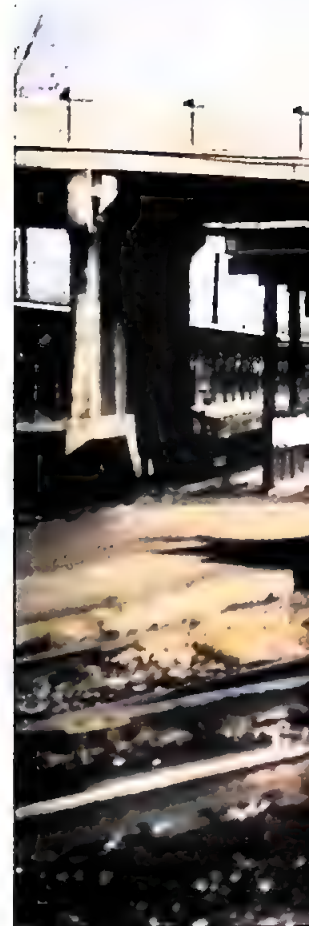
DURING MOST OF 1960 and '61, I was in the U.S. Navy stationed at Norfolk, Va. In those days, most Class 1 railroads had enough passenger service to make life interesting for a railfan with free time on a weekend. Since I didn't have a car, I would use various routes to make "circle trips," leaving the Norfolk area on one railroad and returning on another, using a third line to connect if possible.

On one such day trip in November 1961, I left Newport News at 7:47 a.m. on Chesapeake & Ohio's *Sportsman* connection, No. 47-5 and dubbed the "Ches-sieliner," which was an RDC towing a boxcar. I rode to Charlottesville, where I had three hours to connect to Southern 35, a nameless Atlanta local, as far as Lynchburg. From there I returned to

Norfolk, about midnight, on Norfolk & Western 26, the *Powhatan Arrow*.

At Charlottesville, after taking some photos around C&O's roundhouse near its passenger station, I walked west a half mile or so to Union Station, located at the C&O-Southern crossing. My timing there was good—I saw six trains.

Today CSX and Norfolk Southern still cross there, and both passenger-station buildings survive. Union houses a restaurant in its center section, with one end used by CSX maintenance forces. The other end is the city's Amtrak station, for passengers on both routes, the triweekly Washington-Chicago *Cardinal* on the old C&O and the nightly New York-New Orleans *Crescent* on the former Southern. The C&O station is used by several business firms. ■





The first train I shot at Union Station was the Southern local, behind F3A 4174, picking up a boxcar off the house track. Next was a hot SR freight with three dual-control SD24's, all running long-hood forward. At 12:15 p.m., C&O's eastbound *Sportsman* rolled down the hill from the University of Virginia area and across the Southern to make its stop at Union Station.





The *Sportsmans* were scheduled to meet between their two stops in the city, the C&O and Union stations. The through train from Washington, No. 47, arrived at the C&O depot at 11:45 for a 30-minute stop, leaving 5 minutes ahead of eastbound 4's arrival. No. 47 then made its Union Station stop (left) at 12:22. A bit later, an

eastbound C&O way-freight, with GP9 5970 flying white flags, rolled by (lower left). I then positioned myself to shoot Southern 35 arriving at 2:03 for its 15-minute mail-loading stop, and—*eureka!*—it had E6 2901 up front. I then boarded the train for Lynchburg.



1955: Jets, Geeps, and Canada's greatest train



THOMAS J. MCNAMARA

NEW LOOK ON THE NEW HAVEN: Bold evidence of Patrick B. McGinnis' reign as head of the New Haven arrives in the form of 10 new passenger electrics from GE. The EP-5's are the first fleet of locomotives to employ ignitron-rectifier technology, following 100 rectifier M.U.'s NH got in 1954 and experimental freight units Westinghouse supplied to the Pennsy. NH 370-379 are loud to the ear (howling blowers earn them the nickname "Jets") and the eye, as they introduce to the previously elegant-liveried road a gaudy paint scheme designed by McGinnis' wife. No. 376 is seen at Noroton Heights, Conn., in 1956.

NEW TRAINS COMING: Seeking to cut costs and attract riders, railroads order radically new passenger trains. Most are low-slung and ultra-lightweight: New Haven and NYC each sign up for a Pullman-Standard *Train X*; Rock Island, NH, and B&M get ACF *Talgos*; Pennsy and Budd plan the "tubular" *Keystone*; and several roads agree to test General Motors' *Aerotrain*. Santa Fe bucks the low-profile trend, ordering from Budd a fleet of ground-breaking double-deck cars for the *El Capitan*.



LOUIS A. MARRE COLLECTION

CAMEL'S NOSE: Norfolk & Western buys four EMD GP9's (left) and four Alco RS3's—its very first diesels. Coal-hauling N&W slips the solid-black newcomers into its famously all-steam tent quietly, putting them to work on its lightly trafficked Durham (N.C.)-Lynchburg (Va.) branch. The road professes no change in its faith in modern steam, but within five years all its A's, J's, and Y's will be cold.



JIM SCRIBBINS

NEW WAY TO CHICAGO: On October 30, Union Pacific shifts its Chicago passenger trains (*City of Los Angeles*, *City of Denver*, *City of Portland*, *City of San Francisco*, and *Los Angeles Challenger*) from Chicago & North Western to the Milwaukee Road between Omaha and the Windy City. The surprise move ends a 66-year-old UP-C&NW arrangement, and results in MILW adopting UP's colors for its passenger equipment. Above, the first rerouted eastbound *City of Portland* is at Davis Junction, Ill.

GOING UP: Following the Burlington Route's 1950 example, two more roads get bilevel cars for commuter service; 31 Pullman-Standard go to SP, and C&NW receives 16 from St. Louis Car. . . . On the long-haul front, Great Northern adds Budd domes to its *Empire Builder*, and UP gets domes from ACF, including diners, for its *City* streamliners.



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Blue Train of the Prairies

Northern Alberta Railways' humble varnish had a royal connection



ROBERT P. SCHMIDT PHOTO, J. DAVID INGLES COLLECTION

SEVERAL GREAT TRAINS have carried the name "Blue Train." The most famous ones were in Europe and South Africa. Then there were the trains of the Baltimore & Ohio's Royal Blue Line [pages 62-72]. Only a little less famous in its day was the Central Railroad of New Jersey's *Blue Comet*. But there was another blue train, not nearly so famous, yet well remembered by those who knew it.

This blue train comprised the passenger service of the Northern Alberta Railways. It ran as a blue train for 35 years, and has now been gone for 29, but there are people alive today who have never seen any other passenger train. These are people who have lived all their lives along the NAR lines north of Edmonton, without ever once having gone "outside."

The story of NAR's blue train goes back to 1912, when a Winnipeg, Manitoba, railway contractor named Jack

McArthur began building lines for himself. The first was the Edmonton, Dunvegan & British Columbia, chartered to build to Prince George, B.C. There was also the Central Canada, which McArthur intended to link with portions of other lines in a railroad from Prince George to Winnipeg.

World War I and other factors killed this dream in 1920, when McArthur defaulted on bond interest and the Province of Alberta, as guarantor of his bonds, took over the lines.

The passenger equipment which the government inherited included a number of former Pennsylvania Railroad cars, some of which had been repainted in cream yellow—enough of them that the ED&BC became known as "the cream-colored railway." There was also a Pullman-green business car.

It took the province nine years to get out of the railway business, and for part of that time, two of the McArthur roads were managed by the Canadian Pacific,

Still dressed in royal blue, a mail-express car and "comboose" 307 bring up the rear of NAR mixed train 75 at Egremont in August 1972.

with the result that CPR maroon was added to the rainbow. During this period another McArthur line, also being managed by the government, adopted green as its passenger-car color.

Then in 1927 the Alberta-owned railways acquired 10 coaches and 5 baggage cars from the Boston & Albany, 3 coaches from the Canadian National, 2 sleepers from the Milwaukee Road, and a dining car from the CPR. As if that did not provide enough variety, in 1928 Alberta sold to CPR another railway it had acquired, but retained a baggage-coach combine sporting a two-tone paint scheme.

In 1929 the lines remaining in government hands were merged into a new entity called Northern Alberta Railways, owned half-and-half by CPR and CNR. One of the first things NAR did

was to order two new mail-express cars from Canadian Car & Foundry. As well, NAR bought a mail-express car and three 12&1 sleepers from CPR, and a coach from CNR.

The passenger fleet looked like what it was—a heterogeneous collection of miscellany. But management was rightly more concerned with welding five rag-tag railway companies into a working system than it was with paint schemes. For its first eight years, NAR was managed by the hard-nosed American railroader John A. Callaghan, who regarded uniform color as a frill.

This began to change on July 1, 1937, with the arrival of a new general manager, James M. MacArthur (no relation, of course, to Jack McArthur).

One of MacArthur's first acts was to order a general sprucing-up of the system, but nothing could be done immediately about the colors of the passenger fleet, because of VIP visits. Just 19 days after MacArthur took office, the governor general of Canada, Lord Tweedsmuir, arrived for a trip up the line. The GG traveled in a federal-government car, but the rest of the train was a typical NAR mixture of liveries.

Then, only two months later, MacArthur had to play host for a tour by Sir Edward Beatty, president of Canadian Pacific and a much more critical guest than Tweedsmuir. Again, apart from Beatty's business car, the tour train was a hodgepodge.

After Beatty's visit, MacArthur had had enough, and ordered the repainting of all passenger equipment.

All the same color, he said. Olive green.

This was a bit surprising because olive green was CNR's color and MacArthur had come from the CPR. It seems likely, however, that green was already the most prevalent color among NAR cars. This became moot, because before the green repainting program had been completed it was announced that during the summer of 1939, King George VI and Queen Elizabeth would visit Edmonton while touring North America in a train whose cars would be painted royal blue and trimmed in aluminum.

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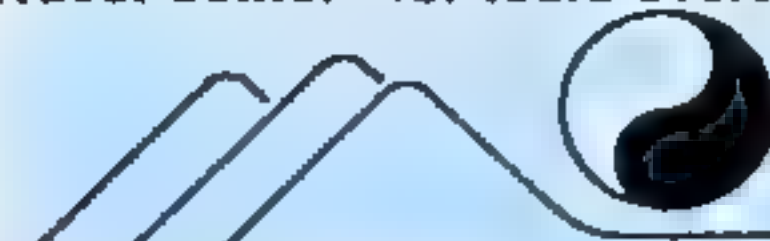
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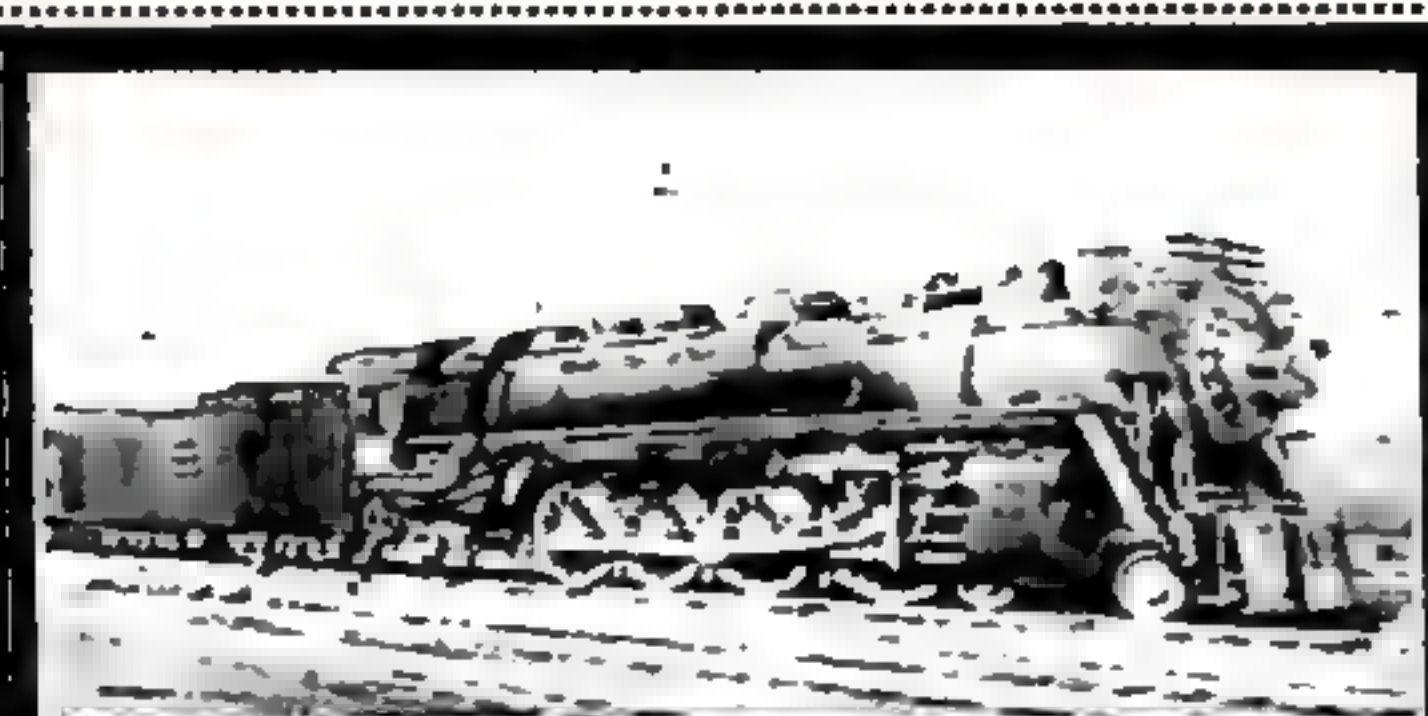
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Blue Train of the Prairies

Northern Alberta Railways' humble varnish had a royal connection



ROBERT P. SCHMIDT PHOTO, J. DAVID INGLES COLLECTION

SEVERAL GREAT TRAINS have carried the name "Blue Train." The most famous ones were in Europe and South Africa. Then there were the trains of the Baltimore & Ohio's Royal Blue Line [pages 62-72]. Only a little less famous in its day was the Central Railroad of New Jersey's *Blue Comet*. But there was another blue train, not nearly so famous, yet well remembered by those who knew it.

This blue train comprised the passenger service of the Northern Alberta Railways. It ran as a blue train for 35 years, and has now been gone for 29, but there are people alive today who have never seen any other passenger train. These are people who have lived all their lives along the NAR lines north of Edmonton, without ever once having gone "outside."

The story of NAR's blue train goes back to 1912, when a Winnipeg, Manitoba, railway contractor named Jack

McArthur began building lines for himself. The first was the Edmonton, Dunvegan & British Columbia, chartered to build to Prince George, B.C. There was also the Central Canada, which McArthur intended to link with portions of other lines in a railroad from Prince George to Winnipeg.

World War I and other factors killed this dream in 1920, when McArthur defaulted on bond interest and the Province of Alberta, as guarantor of his bonds, took over the lines.

The passenger equipment which the government inherited included a number of former Pennsylvania Railroad cars, some of which had been repainted in cream yellow—enough of them that the ED&BC became known as "the cream-colored railway." There was also a Pullman-green business car.

It took the province nine years to get out of the railway business, and for part of that time, two of the McArthur roads were managed by the Canadian Pacific,

Still dressed in royal blue, a mail-express car and "comboose" 307 bring up the rear of NAR mixed train 75 at Egremont in August 1972.

with the result that CPR maroon was added to the rainbow. During this period another McArthur line, also being managed by the government, adopted green as its passenger-car color.

Then in 1927 the Alberta-owned railways acquired 10 coaches and 5 baggage cars from the Boston & Albany, 3 coaches from the Canadian National, 2 sleepers from the Milwaukee Road, and a dining car from the CPR. As if that did not provide enough variety, in 1928 Alberta sold to CPR another railway it had acquired, but retained a baggage-coach combine sporting a two-tone paint scheme.

In 1929 the lines remaining in government hands were merged into a new entity called Northern Alberta Railways, owned half-and-half by CPR and CNR. One of the first things NAR did

was to order two new mail-express cars from Canadian Car & Foundry. As well, NAR bought a mail-express car and three 12&1 sleepers from CPR, and a coach from CNR.

The passenger fleet looked like what it was—a heterogeneous collection of miscellany. But management was rightly more concerned with welding five rag-tag railway companies into a working system than it was with paint schemes. For its first eight years, NAR was managed by the hard-nosed American railroader John A. Callaghan, who regarded uniform color as a frill.

This began to change on July 1, 1937, with the arrival of a new general manager, James M. MacArthur (no relation, of course, to Jack McArthur).

One of MacArthur's first acts was to order a general sprucing-up of the system, but nothing could be done immediately about the colors of the passenger fleet, because of VIP visits. Just 19 days after MacArthur took office, the governor general of Canada, Lord Tweedsmuir, arrived for a trip up the line. The GG traveled in a federal-government car, but the rest of the train was a typical NAR mixture of liveries.

Then, only two months later, MacArthur had to play host for a tour by Sir Edward Beatty, president of Canadian Pacific and a much more critical guest than Tweedsmuir. Again, apart from Beatty's business car, the tour train was a hodgepodge.

After Beatty's visit, MacArthur had had enough, and ordered the repainting of all passenger equipment.

All the same color, he said. Olive green.

This was a bit surprising because olive green was CNR's color and MacArthur had come from the CPR. It seems likely, however, that green was already the most prevalent color among NAR cars. This became moot, because before the green repainting program had been completed it was announced that during the summer of 1939, King George VI and Queen Elizabeth would visit Edmonton while touring North America in a train whose cars would be painted royal blue and trimmed in aluminum.

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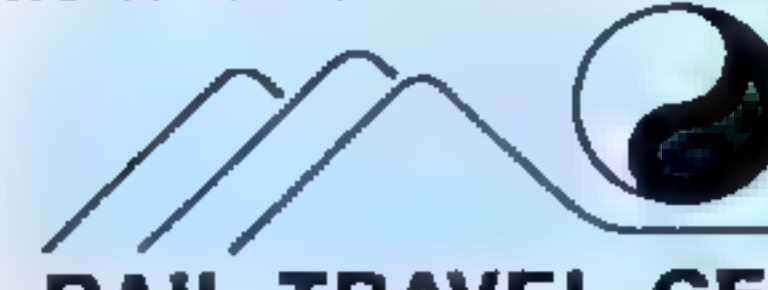
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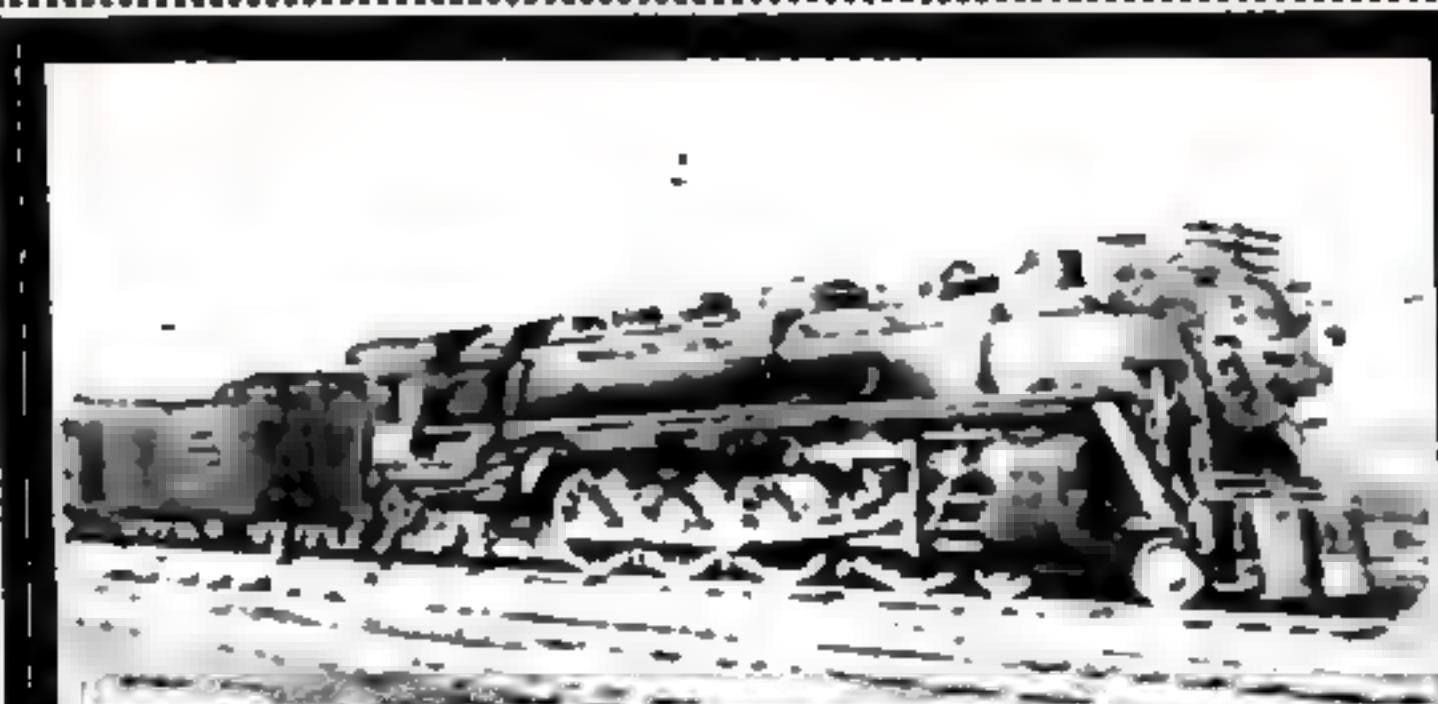
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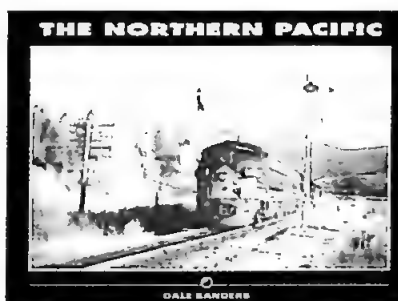


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The Way It Was

people from Grande Prairie and Hythe and Anzac and Dawson Creek into Edmonton so they could see a real, live king and queen. And repaint the entire passenger fleet.

All one color, MacArthur said. Royal blue, he said, so royalty buffs could travel to Edmonton in appropriate style.

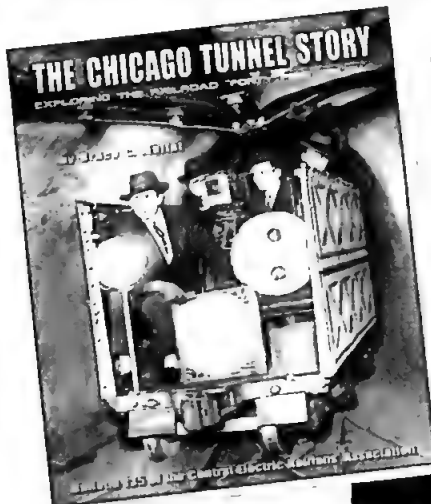
No one could have predicted that NAR passenger cars would still be wearing royal blue when passenger service was withdrawn in 1974. But that's what happened. (Mixed-train service survived on the NAR, with some combination coach-baggage cars having small bay windows added, which resulted in the nickname "comboose.")

By 1981, when Canadian National bought out Canadian Pacific's interest in the NAR, the blue cars were just a fading memory, although the memories are being kept alive by a display at the Alberta Railway Museum in Edmonton. But people who once traveled the north country by rail still talk affectionately about "the blue train."—J. F. J. Pereira

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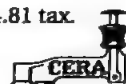


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The challenges of firing an oil-burner

Coal engines were more work, but oil-fired hogs had their own pitfalls

AS A FIREMAN of oil-burning steam locomotives on the Southern Pacific during the 1950's (on the Coast, Rio Grande, Western, and Sacramento divisions), I never envied my eastern coal-road counterparts their jobs. Whenever I encountered coal firemen, I was quick to concede they had the tougher job.

But firing an oil burner had its own challenges. Keeping the oil at the proper temperature, for example, was one seemingly inconsequential chore that, if overlooked, could land a green fireman in a heap of trouble.

SP's oil burners burned bunker C, a thick, tar-like oil just one step refined from crude. The black stuff stuck to shoes, overalls, gloves, hands—anything it touched. Most enginemen's wives insisted they shed their oil-stained work clothes in the garage or laundry room, far from the good furniture.

At ambient temperature the stuff had the consistency of molasses and would burn only reluctantly. Steam heater pipes in the tender and steam coils inserted into tank cars at the roundhouse raised the temperature of the oil to the point where it would flow and burn.

According to the company's *Rules for the Firing of Locomotives*, oil should be heated "not to exceed 150 degrees F. Good practice for judging the temperature . . . is to place the back of the hand on the outside of the tank near the oil outlet; if the oil is too hot, it will be uncomfortable to the back of the hand." Also, oil that was too hot gave off a distinct sulphurous smell easily detected in the cab.

Perhaps the fireman of SP train 75 had a cold and couldn't smell the sulfur one day in 1953, but his oversight was displayed for all the world to see.

Early one morning, I was firing a yard goat on the outbound lead job at San Francisco's Bayshore Yard when train 75, the *Lark*, came rocketing by at 79 mph, just a few minutes from the end of its run at the Third and Townsend terminal.

"Wow! Look at that," my engineer shouted across the cab. A Daylight orange-and-red GS-4 was pulling the all-gray train, but her flanks were covered with bunker C! Great splashes and streaks of black oil streamed back from her oil tank, nearly obliterating the SOUTHERN PACIFIC name on her side.

"I'll bet that L.A. Division fireman has already drawn his walking papers," opined my engineer, for it was obvious the first fireman of the run had overheated a full tank of oil causing it to boil over.

More often it was cold oil that got you into trouble, though. I was called for a TBX (trans-bay extra) out of Bayshore one afternoon. The run involved a brisk hop down the Peninsula, crossing the bay via Dumbarton Bridge, then north into West Oakland on the Mulford line. The engine was the 2777, an elderly C-9 2-8-0—somewhat unusual considering the tonnage and the speed required down the Peninsula. When the engineer questioned the wisdom of assigning such a small locomotive, the crew dispatcher explained that the 2777

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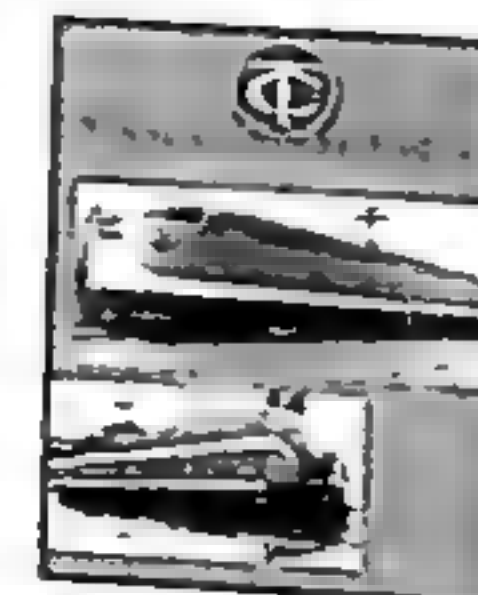
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The Way It Was



JOHN C. ILLMAN

was fresh from the shops and the roundhouse foreman at West Oakland wanted her delivered as soon as possible. As we walked out to the ready track, the engineer said, "Let's speed it up. I'd like to get out ahead of the parade [evening commute-train rush]. Otherwise, we'll be stuck here for hours."

We quickly ran through our check-out procedures and hustled out to the yard, coupled onto our train, tested the air, and got a highball. The engineer widened on the throttle. Matching him, I widened on the firing valve. Nothing! What should have blossomed into a bright, white fire and black smoke at the stack remained a disappointing orange glow and clouds of gas at the stack. The big needle on the steam gauge was dropping with every exhaust.

As a rookie fireman, I was totally

Fireman on engines like SP 4-8-2 4360 at Pinole, Calif., had to be sure the oil fuel was not too hot, not too cold, and adequately pressurized.

bewildered and began twisting valves—atomizer, blower, tank heater, firing valve. My old-head engineer knew immediately what was wrong. I could deduce from the expression on his face that I was in real trouble. "Was the oil hot when you checked it?" he asked.

The truth was, I'd totally overlooked it in our hurry to get out of the roundhouse. As I jumped from my seat to feel the tank, I knew what I was going to find. It was stone cold!

The engineer shut off the throttle with a disgusted "Geez!" and we drifted to a stop. Soon the commute trains were rushing past while we waited in the clear at Visitacion tower heating up the

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oil. Needless to say, it was a long night getting to West Oakland. But God bless that engineer; he never turned me in.

The idiosyncrasies of the AC-class 4-8-8-2 cab-forwards provided my next object lesson in oil firing.

During the summer of 1953 I was loaned to the Sacramento Division for several weeks to work out of Roseville. Some of my assignments off the extra board were helper jobs up "the Hill" (Mountain Subdivision) to Norden. Freight helper power was still almost exclusively cab-forwards (we called them "Malleys"), usually two on the rear of the train separated by about 20 cars.

Because the firebox on an AC was a long ways from the tender, the oil tank was pressurized with five pounds of air and the oil forced forward to the burner under pressure. A small gauge behind the fireman's seat registered the amount of pressure. At the roundhouse,

when the hostler helper filled the tank and when the fireman checked the dip rod showing the amount of oil aboard at the start of his run, it was necessary to release the pressure by means of a small petcock atop the tank.

Starting out of Roseville, the helper engineers usually worked a light throttle letting the road engine do most of the work. The helpers didn't really begin to work until they hit the grade past Rocklin, more than 5 miles out.

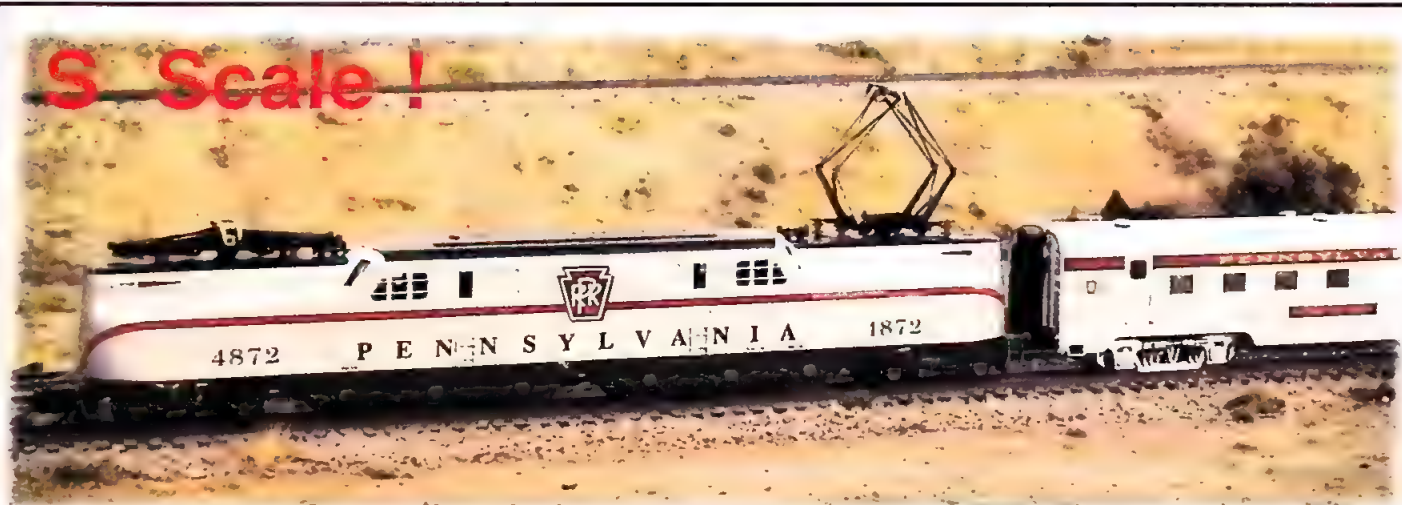
As we picked up speed getting out of town, I noticed my firing valve wasn't responding. The fire was not increasing as I opened the valve to supply more oil to the burner. It didn't take long to suspect I'd forgotten to close the pressure relief valve on the tank and the burner was being starved for oil.

Crossing to the other side of the cab, I explained the situation to the engineer. He said, "OK, you'll have to go

back and close it. I'll work her as easy as I can."

By that time we were making about 40 mph and I could see by the smoke that the engine behind us was beginning to dig in. Hanging on to the grab irons for dear life, I made my way back along the running board, across the oily monkey deck, and up onto the tank. Believe me, it's a real tightrope walk when an engine is rocking along at speed. I could see the engineer of the other helper leaning out the window wondering just what the hell I was doing.

Sure enough, I hadn't closed the valve. As soon as I turned the petcock, black smoke poured from the stack and the engineer widened on the throttle, creating a deafening roar. The rest of the trip went uneventfully, though it took me several minutes after returning to the cab to get my hearing and my composure back.—Barry Anderson



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Stranger on the West Shore

A wreck on the NYC main line brought some excitement to Frankfort, N.Y.

ON SATURDAY, February 17, 1962, a train wreck at Fonda, N.Y., on New York Central's Water Level Route main line, blocked all traffic east and west. Because of this, westbound trains were to be diverted from the main line at Carman, N.Y., just east of Schenectady, onto NYC's old West Shore Railroad, and back on to the main line at Schuyler Junction, just east of Utica. This West Shore segment ran through Frankfort, where I grew up.

My uncle, an NYC maintenance-of-way section foreman, called my father, a section laborer, to go guard the crossing at Railroad Street in Frankfort.

That meant directing auto traffic, shoveling any snow off the rails, and being attentive to any emergencies that might arise. As a railroad family, we were used to such calls. Dad bundled up and left for the crossing. Mom, in the meantime, prepared a bag of food in case Dad would be gone a while, and directed me to take the bag of food to Dad at the crossing. The "bag of food" could feed a small army!

There had been a snowfall that day, which made driving hazardous and played havoc with the railroad. When I arrived that evening, Dad was busy keeping the rails clear of snow and directing traffic. Wally Fellows, the local freight agent and block operator, was copying Form 19 train orders which the dispatcher was dictating to him over a wayside telephone. Wally, knowing I was a railfan, told me that No. 15, the *Ohio State Limited*, had just passed.

Just my luck! But the dispatcher said another westbound was en route. The train's location was South Little Falls. I glanced at my watch: it was 11:37 p.m.

Eventually we saw the glow of a headlight toward the east. The train pulled up to the crossing and stopped, waiting for its orders; it was a passenger train. Wally handed me the orders and told me to give them to the engineer. Without looking at the sheets, I ran a few feet and handed them up to him. In a few minutes the diesels roared to life. As the train passed, I started making notes: Engines 4013, 4005 (both E7's), and a third E unit whose number I could not discern; a Railway Post Office car; a combination baggage-passenger car; three coaches; a lounge; a diner; 10 sleeping cars; and, bringing up the rear, a tapered-end observation car. To my astonishment, I had just handed up train orders to No.



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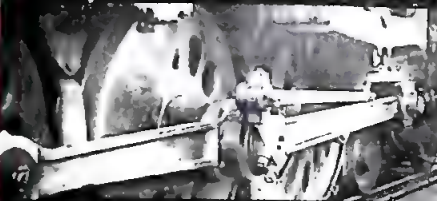
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Fallen Flags &

25, the 20th Century Limited herself!

Its Hudsons may have given way to
E units and its all-Pullman consist may
have now included coaches, but NYC
25 was still elegant, still regal, still the
Century.—Ben Alabastro

A unique threesome

Did Friday the 13th do in two Amtrak electrics
as well as the D&H PA's?

AS THE MURKY FALL AFTERNOON began
to lengthen, the *Silver Meteor* I was
riding across northern New Jersey be-
gan to slow down. Then just east of
Rahway, nowhere near a scheduled
stop, we coasted to a halt along Am-
trak's six-track main line.

The year was 1978, and the date was
Friday, October 13. I was en route to
Richmond, Va., to ride a Chessie Steam
Special up the James River valley and
on to Huntington, W.Va. My wife, Carol,
was aboard the *Broadway Limited's*
Washington section from Chicago, as I
had been scheduled to be. I'd changed
my itinerary at the last minute, though,
to first fly to Boston, when I learned
that Friday would be the last day of
revenue service in the U.S. for the Dela-
ware & Hudson Alco PA's.

The four PA's had been leased briefly
to Boston commuter operator MBTA,
but they had just been sold, and were
bound for Mexico. It was hardly my
first encounter with the storied Alcos—I
d seen, photographed, and ridden be-
hind them on the D&H—but I wanted
to say good-bye. And I never gave a
thought to it being Friday, the 13th,
until now, researching this story.

I rode a commuter train behind a PA
from Framingham, Mass., into South
Station, and intended to shoot some
pictures, then fly to Richmond. But I
decided to skip flying and instead tick-
eted myself on Amtrak for my first ride
on the Northeast Corridor from top to
bottom. I boarded the 7:40 a.m. *Colo-
nial* for Washington, intending to con-
nect there with the *Meteor* to Richmond.

Somewhere in Connecticut, though,
I'd had another better idea: Why ride
this Amfleet all the way to D.C. when I
could change at New York to a "real"

train with a real dining car? Moreover, I would board the *Meteor's* coaches at their point of origin instead of fighting for a seat in Washington. So into Penn Station I went to re-ticket.

Which is what had put me on the *Silver Meteor* when it unceremoniously rolled to a stop near Rahway. *Zooooom. Whoosh.* The evening rush hour was beginning, and lowly M.U.'s and occasional Amtrak trains were flying by us. I sauntered up to the vestibule; maybe I could snag a photo or two. There, Dutch door open, was another railfan, with a scanner. Our nearly new E60CP electric had died, he told me; a GG1 was being sent out from New York to rescue us. After about a hour's delay, we were back under way. Then, at Baltimore, as we departed for the last 40 electrified miles behind our unusual GG1/E60 tandem (with only the G working, of course), we stalled.

Back into Baltimore Penn Station we crept, and the Conrail E44 freight electric parked nearby was activated and moved to our front end. Standard practice then was to keep a protection engine at Baltimore in case a train needed help on the grades there, or to be pulled out of the nearby tunnels.

It was dark now, but off we went, again, this time with *three* electrics, each of a different type, up front. There was one further problem, at Washington Union Station, when it came time to take off the electrics and put on the diesels. The crews couldn't get the brakes to release on the three motors at the same time. A trusty ball-peen hammer finally did the trick, and the motors cut away and two SDP40F's backed on. I and my new vestibule friend, who was also bound for the Chessie trip, hustled back down the platform onto our coach just in time to board and hear the crew on the radio say, "Rear end 87, do you see some air?" "I think so, oh yes, I hear it now. Highball 87!"

It was quite late when I slipped into our Richmond motel room and awakened Carol with my story of the unique electric trio. And since the next day was Saturday, the 14th, the two-day Chessie steam trip, and then our return to Chicago on Amtrak's *Cardinal*, went off without a hitch.—*J. David Ingles* ■

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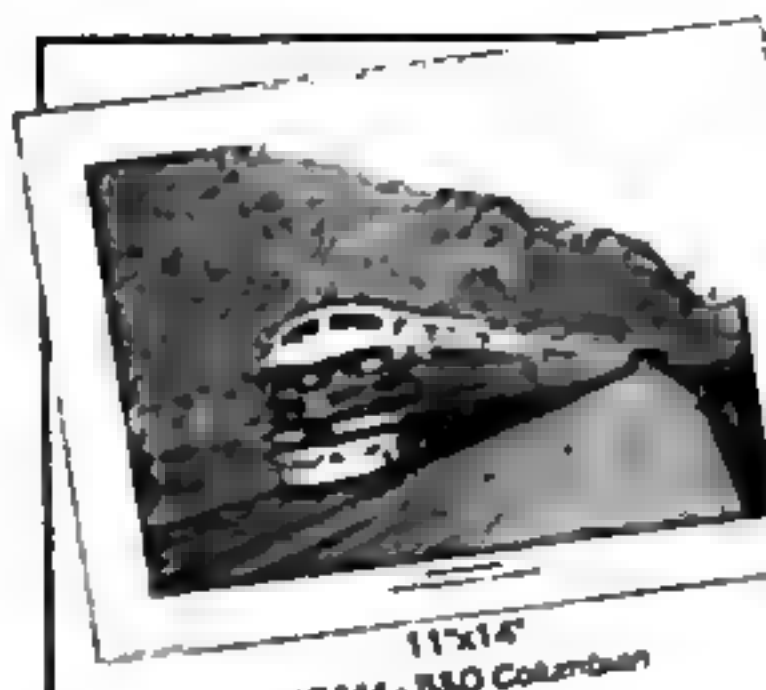
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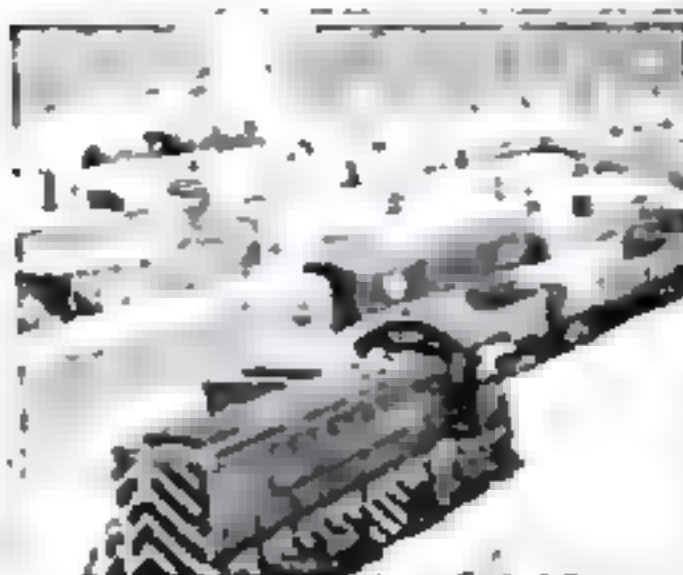
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In January 1958, less than two months before buses took over the line, Milwaukee city car 862 running on Route 10 lays over at Harwood Avenue in Wauwatosa. The March 2 changeover signaled the end of streetcar service not only in Milwaukee but also Wisconsin, for Route 10 was the very last city trolley line in the state. In its final years, the line ran from downtown Milwaukee on Wells Street; crossed a 2085-foot-long, 90-foot-high, and, according to local folklore, somewhat wobbly steel viaduct; and split into branches to the suburban communities of Wauwatosa and West Allis. The Wells Street line was the last remnant, except for a couple of freight operations, of the vast streetcar and interurban network of The Milwaukee Electric Railway & Light Co.—the “TM.”

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The Baltimore & Ohio has a unique hold on our affections



R. H. PAYNE PHOTO, LOUIS A. MARRE COLLECTION

THE SERIOUS RAILFAN has two favorite railroads—the B&O and another one.” So ran part of the text in a series of Barnard, Roberts & Co., Inc. book ads that appeared in railroad magazines in 1977, the road’s sesquicentennial year.

In the quarter-century since those ads appeared, that quote has become part of rail-enthusiast lore—and we’ve never known it to be seriously disputed. Indeed, as John Hankey says in his article on pages 20-29, “It’s hard not to like the B&O.”

To be honest, although I grew up in (barely) on-line Philadelphia, I never gave the B&O much direct attention. In terms of physical presence, the road was a distant third there to the Pennsy and Reading, and where I lived, it appeared only as an occasional run-through diesel on New York freights.

And yet, the B&O was a force to be reckoned with, sponsoring the magnificent museum in Baltimore, keeping the narrators on the Strasburg Rail Road’s tourist trains from claiming their 1832 pike was the nation’s oldest railroad, even occupying a square on the Monopoly game board just as big as the other railroads’. Later, I learned of the many other qualities that made the B&O special, some of which I hope we’ve covered in this issue.

Like many others, I suspect, even

though I never really knew the Baltimore & Ohio, it has a claim on my heart that some other roads can’t quite match.—Rob McGonigal

B&O, by the numbers

What kept the B&O from being, in my eyes, a “perfect railroad”? First a disclaimer: this would concern the carrier only as I’ve witnessed it, i.e., after the late 1950’s. After some thought, the answer finally occurred to me: B&O had no Alco RS2’s or 3’s. If I was really pressed and *had* to name my favorite diesel, the RS3 it would be. Why? I think perhaps as I gained mobility and decided to seek out diesels, we saw relatively few of them in Detroit, where I lived. Similarly, B&O sent only passenger trains into Michigan; we had to go to Ohio for the real thing.

In those awakening years, I discovered *Railroad Magazine* and the locomotive rosters of pioneer Sy Reich, who has since become a friend. One significant entry that made an early and lasting impression on me was in the October 1957 issue, detailing B&O’s systemwide “renumbering and reclassification.” All steam locomotives went from four-digit numbers to three-, and diesels from three (or fewer) to four.



C. A. BROWN

From an FT numbered 1 to a mule cleaning sand and cinders from the ditch on Cranberry Grade in 1945, there was much to love about the B&O.

Why didn’t B&O just wait until steam was gone? Who knows—maybe this was devised when they thought steam would be gone sooner. (At any rate, this explains the different number series in 1957-58 B&O photos.)

“We have adopted new series of numbers for Diesel Locomotive Units so it will be possible to distinguish the service for which Diesel Unit was built and Builder from the road number,” B&O said in its explanation. The first digit represented service: 1 for passenger road A unit, 2 for passenger road B, 3 for passenger road-switcher, 4 for freight road A unit, 5 for freight road

B, 6 for four-motor freight road-switcher, 7 for six-motor freight road-switcher, 8 for switcher under 900 h.p., and 9 for switcher 900 h.p. and over.

The second digit represented builder, in alphabetical order: 0 and 1 for Alco, 2 and 3 for Baldwin, 4, 5, and 6 for EMD, 7 for Fairbanks-Morse, and 8 for GE. So those mythical B&O RS3's, found only on model-railroad layouts, would have been in the 6000 series, and had B&O bought any GE U25B's, they would've been 6800's. B&O did buy GP30's, and they were 6900's, but 9 was unused in the original system and thus available since the 6400, 6500, and 6600's had been utilized. It was a system that made sense, and we can think of many other railroads' diesel numbering schemes that did not.

The system didn't always "improve things," though. Take 1942 four-unit FT No. 1, for instance. What a great number for the pioneer freight diesel. True, it had become 101 in a 1948 re-numbering, but either number seems much classier than what the 1957 formula made it: 4400.—*Dave Ingles*

Our Winter issue, revisited

In our Winter 2002 issue, we mistakenly credited the color photo of PRR's 1938 *Broadway Limited* on pages 36-37 to Andrew Spieker. The photo was in fact taken by Andy's father, Edmund M. Spieker.

In Al Chione's article "Last Train on the Narrow-Gauge," our map on page 75 contained several errors, which two readers wrote us to correct ["Fast Mail," page 11, Spring 2003]. Author Chione wanted to set the record straight regarding a couple of these, as well as acknowledge a correction of a crewman's name: "Correcting Cornelius Hauck's 'correction' regarding my Rio Grande narrow-gauge piece in Winter 2002, your artist's map is indeed correct as far as Gato (Pagosa Junction) being in Colorado; the New Mexico border is 4 miles to the south. And Conejos, northwest of Antonito, was never on the railroad. More important, I owe personal apologies to Carl Jack, who was indeed the engineer on 483; it being 34 years ago is no excuse for that mistake." ■

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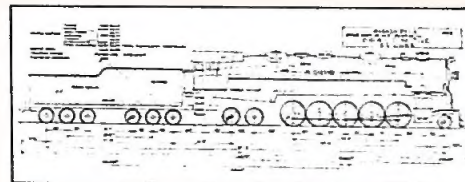
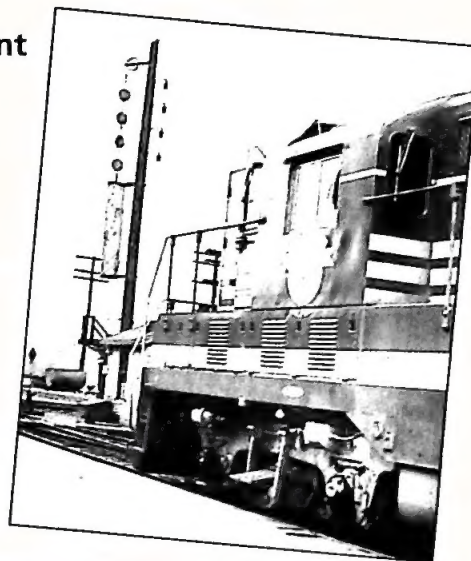
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